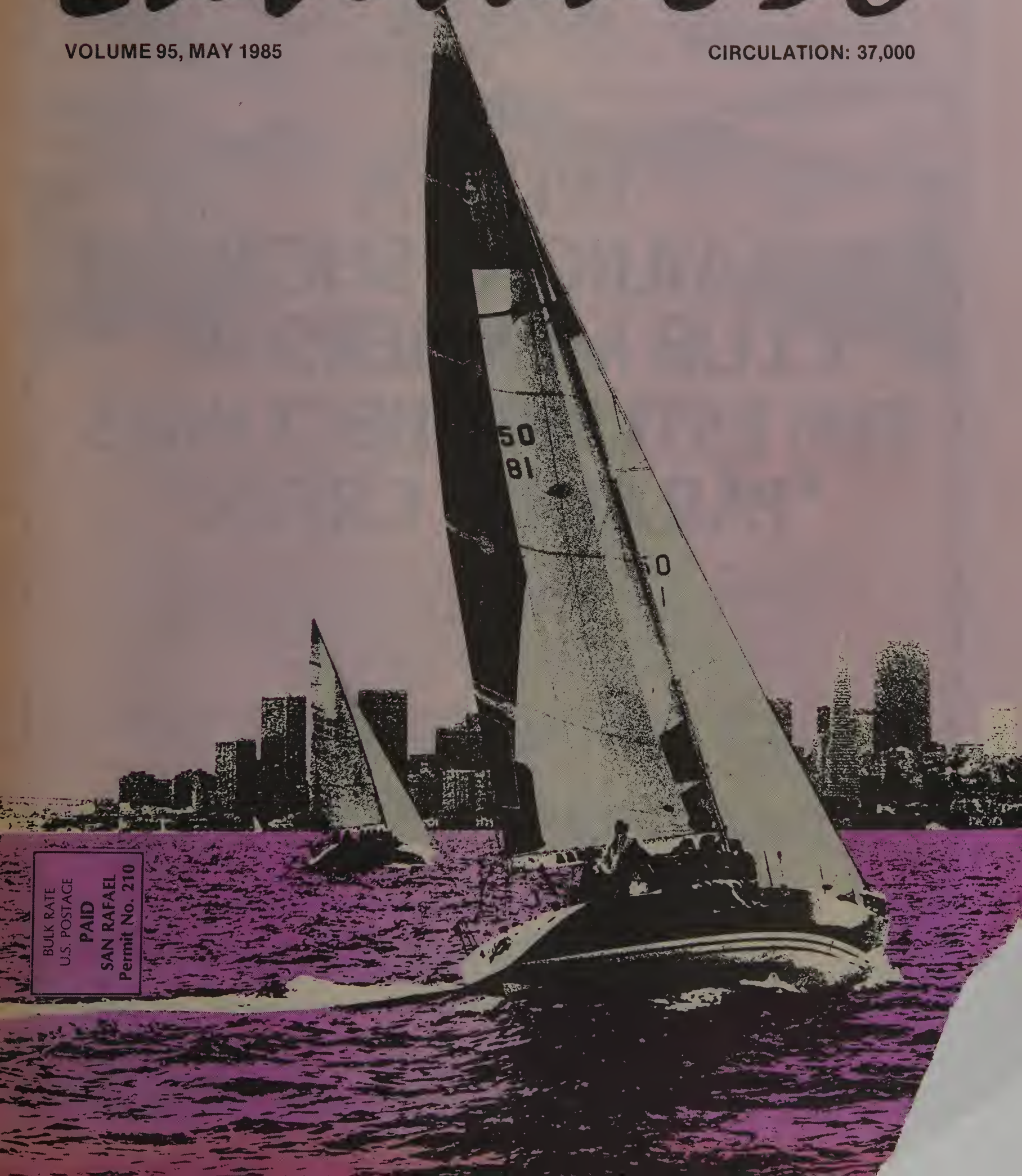


# Latitude 38


VOLUME 95, MAY 1985

CIRCULATION: 37,000



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Pulling up to Jack London Square on a well-kept sailboat is definitely a treat. When you join The Sailboat Shop's Club, you can do this and enjoy the other resorts on "Paradise Creek" as well — Mariner Square, Embarcadero Cove, Portobello, the Alameda Marina. And you can explore far beyond the Estuary — the Delta, the San Francisco City Front, the Pacific Ocean.

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Clearly, his new Pineapple sails are 'honey's money' well spent!

Clip Here



Give your 'honey' our phone number — and tape the top portion of this ad to the refrigerator.

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# THE CLASS . . .

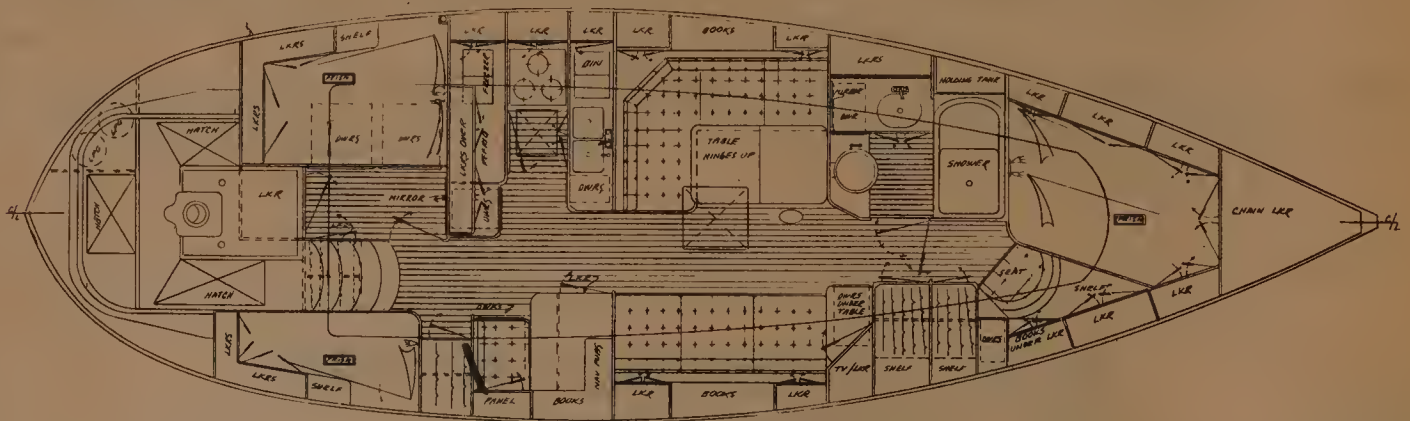
Just arrived! PASSPORT 51 and PASSPORT 47 Center  
Cockpit and New PASSPORT 42.



LOA: 41.9" LWL: 34.10" Beam: 12.10" Displacement: 25,500 lbs. Ballast: 9,500 lbs. Draft: 6.4"

## PASSPORT 42

The **PASSPORT 42** designed by Stanley Huntingford, is the ideal bluewater passagemaker. She combines superb sea manners and incredible storage capacity with lavish liveaboard comfort. Owners report fast, comfortable passages and unparalleled dockside comfort. Choose your own interior arrangement and design the deck layout to suit your needs. Find out why we have been delivering a new **PASSPORT 42** each month.



## PASSPORT . . . ULTIMATE LIVEABOARD CRUISERS

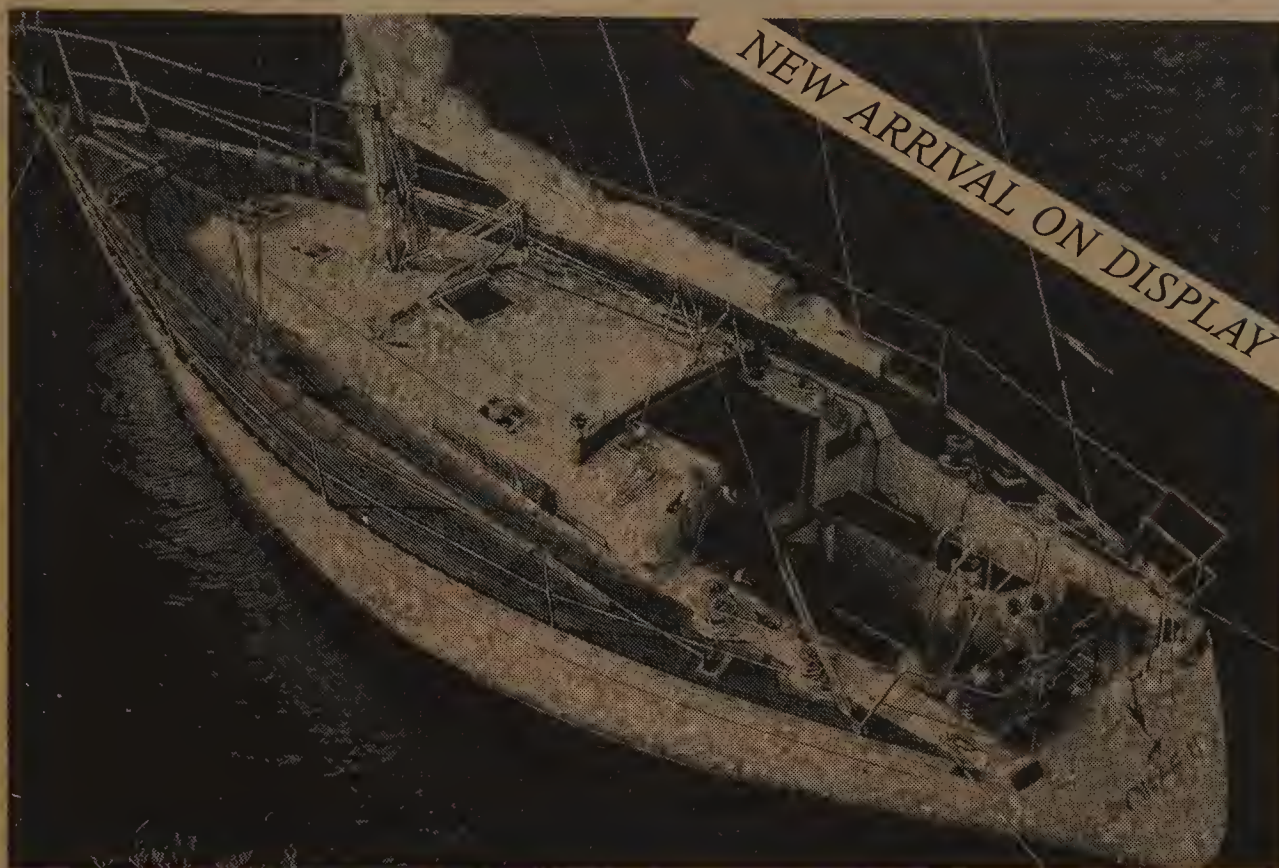
PASSPORT 37, 40, 42, 42 Pilothouse,  
47 Center or Aft Cockpit, 51 Center or Aft Cockpit



# PASSAGE YACHTS



# ... OF 42

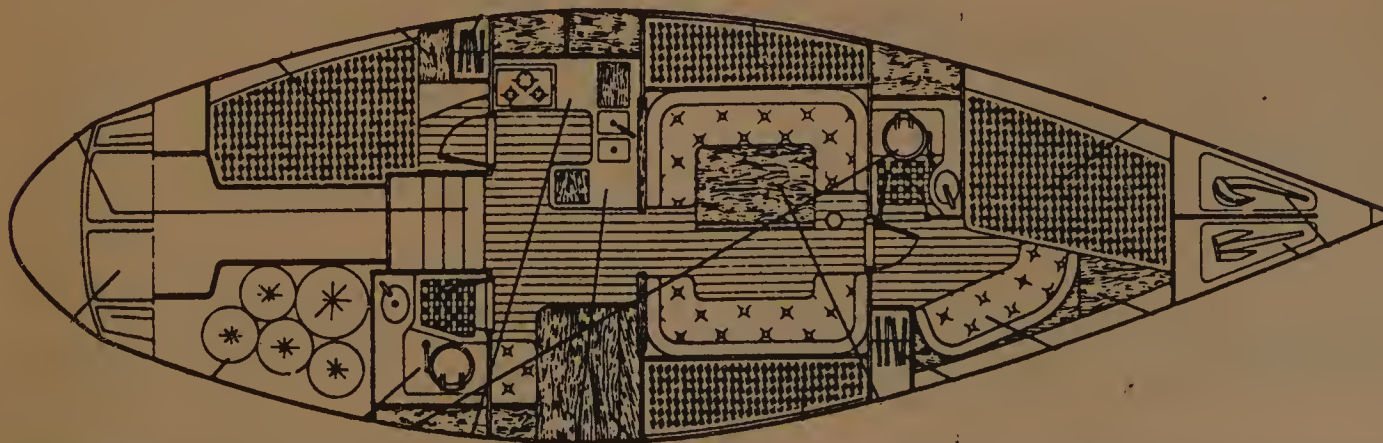


LOA: 43'8"    LWL: 36'3"    Draft: 7'3"    Displacement: 18,600 lbs.    Ballast: 8,700 lbs.    Beam: 13'2"

## BENETEAU 42

*The BENETEAU 42 by German Frers is a bold sailing machine with all the comforts of a luxury cruising yacht. Trim her sails and feel the tremendous acceleration as she pulls away from the fleet. What's more, the standard 42 comes so fully equipped, she has the rest of the fleet beat on value, too.*

### Incredible Value



**BENETEAU...FRANCE'S PREMIER BUILDER FOR OVER 100 YEARS**

BENETEAU 29 , 305 , 325 , 38 , 42 , 435, 456, 8.8, 11.5 , 13.5,  
FIRST CLASS 8, 10 , ONE TON

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# PASSAGE YACHTS



## PEARSON 37 — 1982

An as new, quality yacht outfitted with the best gear from roller furling and hydraulic backstay to loran and rod rigging. This is an excellent choice in a well finished yacht well below replacement. **\$78,000**



## COLUMBIA 36

Visit our docks to see this popular Columbia design. Spacious. Good value with wheel steering, dodger, and roller furling jib. **\$36,500**

### BLUE WATER CRUISERS — LIVEABOARDS

29' FARALLON 29, Diesel	36,000
31' SEA EAGLE 1979, Spacious, Huntingford Design	48,000
32' VANGUARD, 1963, Alberg Full Keel	25,900
32' DEFEVER, 1963, Wood, Restored	REDUCED 29,900
32' DREADNOUGHT KETCH, 1978, As New, Diesel	69,900
32' FUJI, Loran, H&C Water, Sharp	45,900
36' MARINER POLARIS CUTTER, By Perry, Teak Decks	78,000
37' PEARSON, 1982, Loran, Rod Rigging	78,000
37' ALBERG, Loaded	65,000
37' GULFSTAR, Pacific Veteran	TWO FROM 80,000
37' ISLANDER TRADER KETCH, Many Upgrades	63,000
38' C & C LANDFALL, 1980, Real Estate Trades	88,950
38' MORGAN, 1978, Loran, Auto-pilot	88,000
38' FARALLONE CLIPPER, Wood, Diesel, Very Clean	40,000
38' HANS CHRISTIAN, 1982, Bristol, Loaded	120,000
39' CAL, 1971, LPU, Pacific Veteran	TWO FROM 67,500
40' KETTENBURG, Wood, Cruise Experienced	40,000
40' PERRY 41, 1979, Teak Decks,	159,000
41' MORGAN OUT ISLAND, Center Cockpit	THREE FROM 74,000
41' SWAN, 1976, New SSB, Refer, & Harken Furling	135,000
41' CT KETCH, Teak Decks,	TWO FROM 63,000
42' GARDEN STYSL KETCH, 'Gorgeous Custom	125,000
42' GOLDEN WAVE, Cheoy Lee, Satnav, Auto Helm	124,000
43' ENDEAVOR, Center Cockpit, Furling Main	149,000
44' PETERSON CUTTER, Superb	132,000
45' VAN DE STAT	59,500
45' EXPLORER KETCH, Center Cockpit, Radar	114,000
52' CHEOY LEE MOTOR SAILER, Twin Diesels	250,000
54' SPARKMAN & STEPHENS, Custom, Aluminum	400,000
56' AUSTRALIAN STEEL KETCH, Onan, Loaded	195,000

### RACE RIGGED TO WIN

25' MERIT, New LPU, 14 Sails, A Winner	16,500
30' BENETEAU 30 ES, Half Ton Winners,	TWO FROM 45,000
33' TARTAN 10,	MAKE OFFER 27,500
34' WYLIE, Loran, New Spar	59,000
40' FARR, Winner Class E Clipper Cup, 1984	165,000
45' BENETEAU 456, Frers Custom, Carbon Fiber	155,000
33' X-102, 11 Sails, Full Electronics	65,000

### LOCAL CRUISERS SOME RACE EQUIPPED

23' RANGER 23, 1972, Epoxy Undercoat	TWO FROM 10,100
23' SANTANA 23, With Trailer, Very Clean	14,900
24' COLUMBIA CHALLENGER, 1967 New Sails	5,500
26' INTERNATIONAL FOLKBOAT	TWO FROM 15,000
26' BALBOA 26, 1969, Large Interior	9,950
26' PEARSON 26,	TWO FROM 13,500
27' SANTANA 27, Diesel, Well Rigged	18,500
27' ERICSON 27,	TWO FROM 20,900
27' CAL T/2, 1973,	15,500
27' CATALINA 27,	TWO FROM 15,200
27' O'DAY 27, 1976, Nice Starter Boat	22,500
27' COLUMBIA 8.8, 1978	28,000
27' CAL 2-27, Popular One-Design	TWO FROM 22,500
28' PEARSON 28, Excellent Condition	31,500
28' NEWPORT 28, 1978, Diesel	26,500
28' O'DAY, 1979, Wheel Steering, Diesel	32,000
28' ERICSON 28+, 1980, Diesel, Wheel	38,950
29' ALBIN CUMULUS, 1982, Swedish Quality	29,900
29' ERICSON, Diesel, Wheel	27,000
30' CATALINA	INQUIRE
30' NEWPORT 30, 1979, Volvo Diesel	35,500
30' PEARSON 30, 1973, Very Clean	28,500
30' ERICSON 30+, 1982, Loaded	45,900
30' ISLANDER 30	TWO FROM 26,500
32' COLUMBIA 9.6	39,500
32' ISLANDER 32, 1977, Bristol	TWO FROM 44,950
33' WYLIE 33, 1979, Custom Cold Molded	75,000
34' CAL 3-34, 1979, Diesel, H&C Water, Hood Furl	
35' ERICSON 35, Very Clean	THREE FROM 44,500
36' ISLANDER	TWO FROM 47,800
36' COLUMBIA 36, Dodger, Roller Furling	TWO FROM 36,500

COME TO BRICKYARD COVE TO SEE THESE BOATS

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**OUR BOATS ARE SELLING FAST!**

**PT. RICHMOND 415/236-2633**



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"Arbitrage" going west in the Wheeler  
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# PASSAGE YACHTS



## 56' CUSTOM STEEL KETCH — 1979

Australian built to provide strength and ease of handling for husband and wife in safety and comfort. Successful 5 year cruise. All amenities with thoughtful, proper execution. SATNAV. Vane A/P. ONAN Freezer. Washing machine. Outstanding condition. **\$195,000**

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## ★ ★ ★ ★ ★

## ★ ★ ★ MOTIVATED SELLERS ★ ★ ★

**WANT YOUR OFFERS**

26' COLUMBIA, New Bottom Paint, Clean		10,000
29' FARALLON, Diesel, Vane, Life Raft	OFFERS	33,500
29' CASCADE, Diesel, Excellent Survey	OFFERS	22,500
30' FISHER PILOTHOUSE KETCH, Bristol	FIRM	46,000
30' SANTANA, Diesel, LPU, Loran, Loaded	OFFERS	30,000
32' ISLANDER, Bristol, Combi		44,950
32' WESTSAIL, New Varnish, Very Clean	BANK REPO	55,000
36' ISLANDER, Wheel, Dodger, Auto-pilot	TRADE IN	51,000
37' ALBERG, Diesel, LPU, Loaded	OFFERS	65,000
37' PEARSON, Loran, Consider Property Trades		78,000

[illegible]

## ALBERG 37 — 1972

Excellent offshore cruiser and liveaboard. Comfortable accommodations. Fully equipped. 7 sails, dodger, windvane, refer, electric and diesel heater, stereo, autopilot, loran, Westerbeke diesel and much more. Very well maintained.

**MUST SEE!** **\$65,000**

**1220 Brickyard Cove Road  
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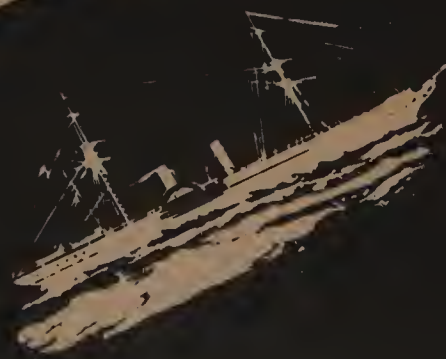
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## MAY SALE

prices good thru 5/31/85

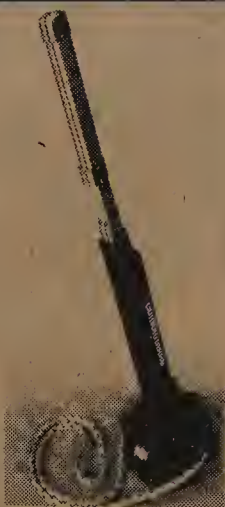
### CONSIDERING ROLLER FURLING?

The new REEFER II is the most advanced roller furling system ever. Unique cam lock hoist eliminates unnecessary weight, fittings and problems.

- ★ No halyard swivel
- ★ No required bearing maintenance
- ★ No sail jamming
- ★ No tension on foil sections

This makes the REEFER™ the easiest to install and use. They also have the largest selection of models — for boats from 15 to 70 feet! Want another plus? Boaters Supply has all the Reefers on sale during May —

**SAVE 33%!!**



### Avenge III



**PRICE REDUCED**

This compact Loran C from II Morrow, a leading maker of aviation electronics, has the accuracy and features of more expensive Lorans at an affordable price, such as Current LAT/LONG & LOP; 100 waypoints in LAT/LONG & LOP's with continuous memory; point-to-point bearing & distance; anchor watch; as well as bearing, range, ground speed, ground track angle, time to destination and much more including a two-year warranty! Made in the United States.

List: \$1095.00

**SALE \$789.**



### SAFETY HARNESS

This practical design is our biggest seller. It features: ✓ 2" nylon webbing chest strap ✓ stainless quick release buckle/towing ring ✓ 6½' tether of 1" nylon webbing with (2) 4" carabiners at each end.

#1278

List: \$41.00

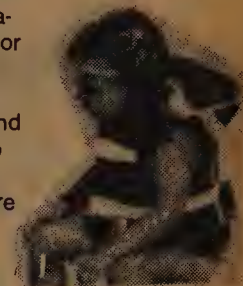
**SALE \$27.50**

### TADPOLE CHILD'S BOATING VESTS

**NEW**

This Coast Guard approved vest features head-up flotation collar also designed for emergency lifting, double belts for best fit, crotch strap for added security and soft Permafloat foam. Two sizes for infant and small child up to 50 lbs. Compare at prices up to \$28.50

**SPECIAL SALE \$16.95**



## AVON

**WE'VE GOT THE BEST SELECTION AND PRICES ON THE WORLD'S TOUGHEST INFLATABLES!**



ROVER 3.10

BOATERS SUPPLY is AVON HEADQUARTERS.

We stock the ever popular REDCREST, all the best selling ROVERS, as well as LIFERAFTS and ACCESSORIES.

This month we are featuring the ROVER 2.80 — an ideal four-person yacht tender. Will go 18 mph with an 8 hp outboard.

List: \$1025.

**SALE \$895.**

Includes floor boards and inflatable keel



### HIGH SEAS® YS 4000 Foul Weather Suit

The new two-piece YS 4000 has all the latest innovations in foul weather gear to provide maximum comfort, durability, and 100% waterproof protection. This impressive suit invites comparison with other state-of-the-art, high tech suits such as North and Henri-Lloyd as a much more affordable price. As advertised in Sail magazine.

List: \$229. Full Suit Only \$179.00

Jacket Only \$119.50

Pants Only \$ 79.50

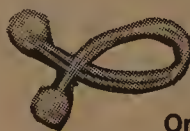
**NEW**



### SAIL FASTENER

Makes sail ties obsolete.  
5 sizes ...

**Only \$.99 to \$1.25 each**



### ROPE ORGANIZER

Handy snap closure — keeps spare lines, rope tails, etc ready for instant use. Includes stainless steel screws.

Model 1106 List: \$4.50

**SALE \$3.49**



### LOCK-IN WINCH HANDLE

10 inch chrome plated aluminum with stainless steel locking device is lightweight yet durable. Fits standard socket.

#197

List: \$20.95

**SALE \$13.95**



## SL-LOK

### RIGGING TERMINALS

The advantages of these swageless terminals make them far superior to swage fittings.

★ can be fitted anywhere — no special tools required ★ permanent re-usable fitting ★ type 316 non-corrodible stainless ★ certified by Lloyd's at 100% holding security ★ designed to be mated to U.S. rigging.

This month you can save up to 25% with manufacturers rebate — for example:

1/4" eye fitting List: \$25.95

**Boaters (15% discount) \$21.89**

Manufacturers rebate (less 10%) \$21.90

**Sale (with rebate) \$19.70**





# Boaters Supply

## MAY SALE

prices good thru 5/31/85

### RAY JEFFERSON

Compare the features and prices — you'll find Ray Jeff Electronics are the best value on the water. Now Boaters super everyday low prices beat the catalogs!!



**NEW**

#### TELESCAN 1000 VIDEO SONAR

The nearest thing to sonar television available — sharper, faster and easier to use than a chart recorder. ★ Zoom ★ Freeze frame ★ Dual Fish & Anchor Alarms ★ Waterproof membrane keypad ★ Displays boat speed & surface water temperature.

List: \$799.95

**SALE \$449.95**



#### MINI DEPTHSOUNDER WITH ALARM

60 ft/60 fathom  
flasher with  
adjustable depth alarm.  
Model 515 List: \$294.95  
**BOATERS ONLY \$147.95**

#### HANDHELD VHF-FM MARINE RADIO

Now an all channel handheld radio for under \$250. complete — no extras!

Model 878 List \$449.95

**SALE \$249.95**



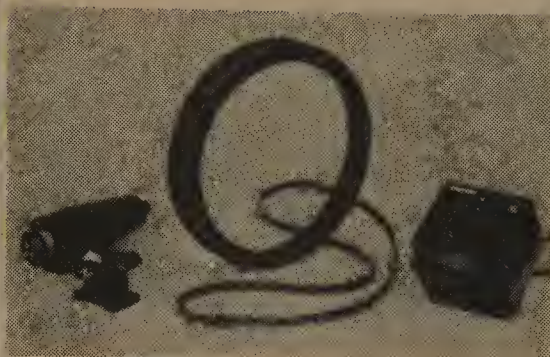
**JASCO**

#### STOVE ALCOHOL

Denatured  
Gallon Jug  
**Super Sale! \$4.99**



### MORROW/SHARP



**NEW!**

**easywheel**

#### AUTOPILOT

A rotary drive version of the EASYTILLER for wheel steered boats up to 42-ft. The robust drive unit uses a heavy duty toothed belt transmission incorporating a simple "flip-over" clutch lever for instant disengagement. Optional pedestal mounting bracket available.  
List: \$895.

**Boaters Everyday  
Low Price — \$595.00**

**easytiller**

#### Autopilot

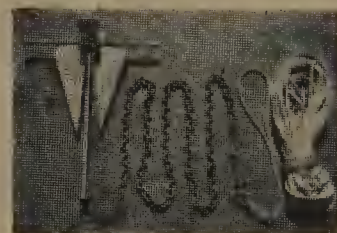


Designed for boats up to 42'. More powerful than the highly promoted Autohelm 2000, yet very miserly with your power supply. Features auto trim, yaw, rudder & dodge controls, proportional response circuitry, and double sealing system for full weatherproofing and long term reliability.

List: \$695.

**Boaters Price  
\$459.00**

### ANCHOR PACKAGE



The most economical and convenient way to buy your ground tackle. Includes anchor, chain, pre-spliced line, thimble and shackles.

Boat	Anchor	Chain	Line	Sale
16'	5S	3/16"x8'	3/8"x100'	\$39.
24'	8S	1/4"x10'	3/8"x150'	\$59.
30'	14S	5/16"x10'	7/16"x200'	\$99.
36'	18S	5/16"x12'	1/2"x200'	\$124.
42'	25S	3/8"x12'	1/2"x250'	\$159.



#### DELUXE BOSUN'S CHAIR

Blue acrilan, expandable pockets, padded plywood seat, internal nylon webbing takes full load on welded stainless steel lifting D-ring.

List: \$56.95 **Sale \$39.95**

#### WATSCO AIR HORN

Unique dual power — if air pack is empty use the button as a mouthpiece and blow.

MH-1 List: \$13.33

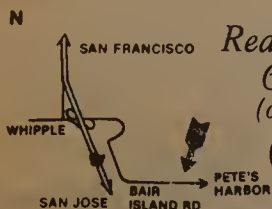
**SALE \$8.95**



#### BOAT BAILER/FUNNEL

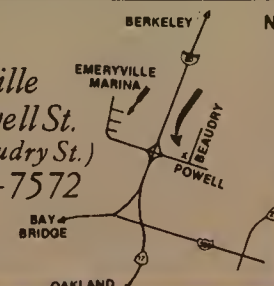
A multi-purpose item that every boat should have.  
Model 1304 List: \$3.95  
**SALE \$2.95**

**Redwood City**  
635 Bair Isl. Rd.  
(opposite Peninsula Marina)  
(415) 365-7874

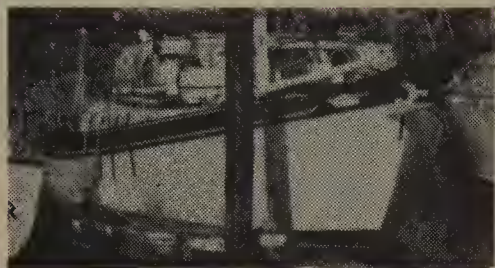


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**Open Thur Eves 'Til 8**  
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**Emeryville**  
1290 Powell St.  
(entrance on Beaudry St.)  
(415) 654-7572







**WESTSAIL 32.** Original brochure says, "A World Cruiser". Well, they surely did prove to be. This one includes a vintage, collectible survey by Frank Oliveira. Sorry you've retired, Frankie, we miss you. Here's to your skill **\$47,000.**



**CATALINA 27.** One of the all time best sellers. The '55 Chevy of sailboats. This one has tall rig, new engine (5 hrs) and is sharp. **\$16,900.**



**DUFOUR 27.** Big, dry cockpit. Spacious and very clean interior with headroom to stroll. **\$27,900.**



**PACIFIC SEACRAFT 25.** If you simply must have the extra room, this is the stretch Flicka. Attention to cruising boat detail is a P.S.C. hallmark eg: Aquamet prop shaft. Ask a salesperson what that means. **\$22,000.**



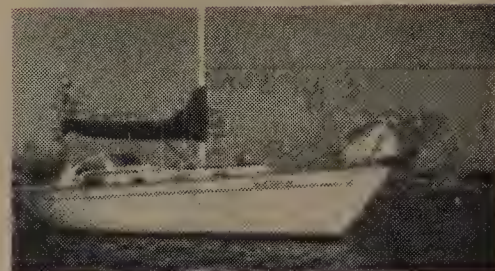
**ENDEAVOUR 37.** Windvane, autopilot, big-to-huge interior. Featured in recent boat show for cleanliness, seaworthiness and immediate market attractiveness. **\$79,000.**

#### Sail Brokerage

20'	Ranger .....	\$11,000
20'	Flicka .....	28,500
21'	Norwest .....	12,900
24'	Farr .....	14,500
25'	McGlasson Bahama .....	19,500
25'	Freedom wing spar .....	27,500
25'	Pac. Seacraft .....	(2) 22,000
26'	Columbia MKII .....	(3) 11,500
26'	Pearson .....	(2) 15,500
26'	Pearson Ariel .....	11,500
26'	Folkboat .....	(2) 16,500
27'	Nor'Sea .....	19,500
27'	Catalina .....	16,900
27'	Int. Folkboat .....	(2) 16,500
27'	Orion .....	52,000
27'	Dufour .....	27,900
28'	Columbia .....	17,500
28'	San Juan .....	23,950
28'	Freedom .....	53,900
28'	Cape Dory .....	34,900
28'	Sovereign ctr ckpt .....	60,000
29'	Islander .....	22,500
30'	Farallone .....	38,500
30'	Wilderness .....	Offers
30'	Odyssey .....	25,000
30'	Hunter .....	31,500
30'	Islander MkII .....	33,500
30'	Ericson .....	28,000
30'	Rawson, anxious .....	26,950
30'	O'Day .....	47,000
30'	Bristol .....	49,950
30'	Fisher PH .....	49,500
32'	DeFever .....	32,000
32'	Ericson .....	32,950
32'	West sail, anxious .....	47,000
32'	Buccaneer .....	39,500
32'	Traveller .....	try 49,500
32'	Endeavour .....	45,000
32'	Islander .....	try 47,500
32'	Westerly, in Med .....	39,500
33'	Buccaneer .....	39,900
33'	IOD, very anxious .....	22,500
33'	Yamaha .....	51,000
33'	Freedom .....	98,500
34'	Garden kch .....	43,000
34'	Cal .....	55,900
34'	O'Day .....	59,950
34'	Wylie .....	59,000
35'	Coronado .....	45,000
36'	Islander .....	55,000
36'	Cheoy Lee Clipper .....	58,000
36'	Unlon .....	(2) 58,000
36'	Pearson 365, very anxious .....	89,950
36'	Cape Dory .....	105,000
36'	Freeport Islander .....	107,000
37'	Angleman .....	63,000
37'	Endeavour .....	79,000
38'	Morgan .....	79,000
38'	C&C .....	85,000
38'	Hans Christian .....	(3) 105,000
39'	H.Christian p.h..anxious .....	149,000
41'	Morgan Ol .....	79,000
41'	Freeport Islander .....	139,000
42'	West sail .....	90,000
42'	U.S. PH .....	99,500
42'	Garden .....	125,000
43'	Hans Christian .....	(4) 125,000
45'	Van de Stadt .....	Offers
45'	Explorer .....	114,500
46'	Custom Holland .....	125,000
48'	Mapleleaf .....	195,000
50'	Gulfstar .....	190,000
51'	Formosa .....	139,000
52'	Garden-Monk ketch .....	129,000
65'	Custm Herreshoff kch .....	400,000

#### Power Brokerage

23'	Vashlon .....	23,950
24'	Sea Ray .....	16,500
30'	Island Gypsy .....	60,000
34'	Fiberform .....	62,500
34'	Marine Trawler .....	69,000
41'	Matthews cbn cruiser .....	35,000
42'	Matthews trl cabin .....	52,000



**MORGAN 38.** Liveaboard and cruise gear, it's all here. Windvane, dodger, autopilot? Roger. Hood sails, North sails, Barient self-talls, kerosene heater, diesel windcheater. **\$79,000.**



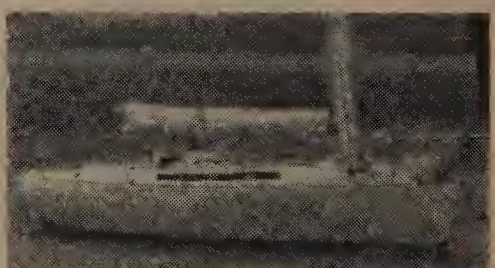
**NOR'SEA 27.** Klt boat never launched. Hull, deck, engine complete. Interior framed. 500 lb extra ballast in place. A bright hole in space, waiting for a great boat to happen.



**INTERNATIONAL FOLKBOAT.** Daddy's lament: sweet boat has to go to make budget space for real baby. Dbl-handed Farallones vet needs only a new owner as good as the last. **\$25,500.**



**ADAMS 40.** Round bilge steel cutter. Built in Australia and cruised to California. With this one you can trust the Force. **\$60,000.**



**FREEDOM 25.** Aha! The first F-25 we've had to offer other than new. She's so clean and well-equipped that we'll have trouble selling a new one 'til she's snapped up. **\$27,500.**



# Cruising World Yachts

Ask about our  
CHARTER SERVICE



# FREEDOM 39,

## Pilothouse

### A Liveaboard Masterpiece

Log: arrive Alameda, Wed., 4/10, from Melville, RI, via I-80. Wed. 13:00, launched. 13:10 foremast up. 13:30, main mast up. 13:35, start engine, motor to slip.

Wed., 4/17 enter San Francisco Bay In-The-Water Boat Show. For the Freedom 39, ease of handling begins when you open the carton, because when she leaves the factory the elbow grease is left behind forever.



## ELITE 32

The French sportscar of cruising yachts. Message from the home office: "April 5, 1985.

Dear Dealer:

We are pleased to announce that the Elite 45 #1 has just completed a most successful race series in L'HEDEC France with Ron Holland racing onboard.

L'HEDEC series comprises four races, out of which the Elite 45 placed first in class.

In the same series the Elite 30 Special placed 1st, 1st, 1st and 3rd.

Three hundred sixty boats competed in this series.

Hoping you will use this information when promoting these two boats.

Yours truly,

Michel Tissier  
Vice President  
Elite Yacht de France



## VINDO 34

Thirty-four feet of Swedish craftsmanship, the result of 50 years of VINDO yacht building experience.

The quality execution of teak, mahogany and gelcoat finish is unmatched. And the way she looks is the way she sails: solid . . . beautiful.

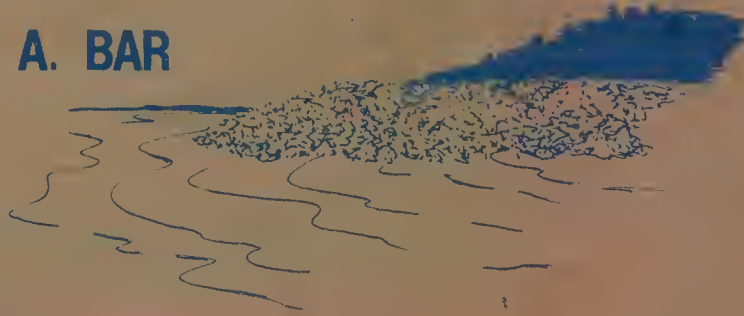
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(415) 522-5424**

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1440 ETHAN WAY  
SACRAMENTO, CA 95825  
(916) 924-3100**



# SEA FURL® or SEA FURL LD®:

## HOOD's high technology introduces choice to roller furling.



SEA FURL—for 25' to 150' LOA

When HOOD pioneered the first SEA FURL headsail furling/reefing system in 1972 we expected imitators. And we got them. But, until now, there wasn't a less expensive furling system with HOOD quality.

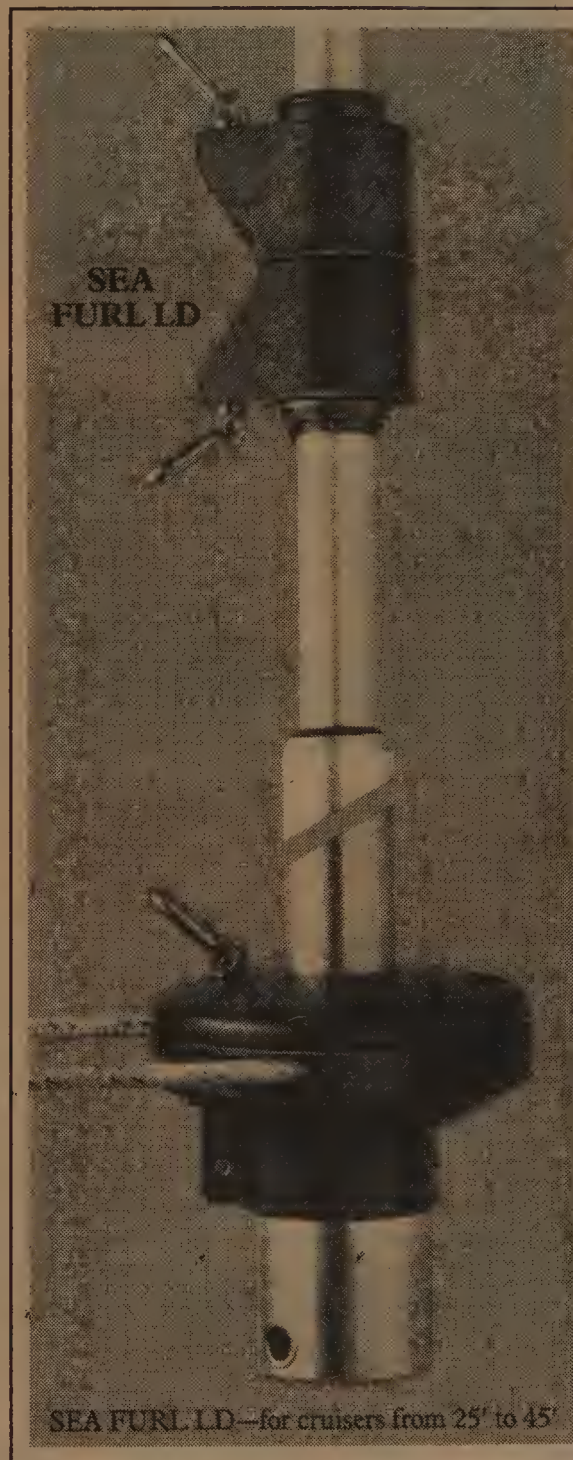
Now, because of HOOD's experience you have a choice; the extra feature SEA FURL for the competitive sailor or SEA FURL LD for the cruiser who wants a simple, effective furler/reefer without the expense of a multi-purpose system.

The key differences are that the SEA FURL is an integral part of your headstay and uses a Gemini-type twin groove headfoil that is aerodynamically efficient and an easily removable collector drum so that you can go racing.

SEA FURL LD uses a line driver and endless loop line. The luff extrusion is round, so it is less aerodynamic but has a smoother furling action. And, because it fits over your existing headstay, you can install it yourself.

### SEA FURL and SEA FURL LD

Simply the most popular, best engineered and best made headsail furler/reefer hardware available anywhere. Couple either one with a StarCruiser™ genoa and your foretriangle will be as high tech as you can get. See the HOOD SAILHANDLERS listing for the phone number of the HOOD loft or HOOD Yacht Systems distributor nearest you.



SEA FURL LD—for cruisers from 25' to 45'

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(714) 673-5252  
Telex: 69-2405 Fraseryot

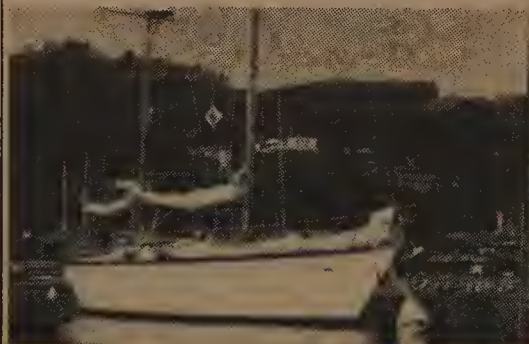
## SAN DIEGO, CA 92106

2353 Shelter Island Drive  
(619) 225-0588  
Telex: 18-1739 Frasercal

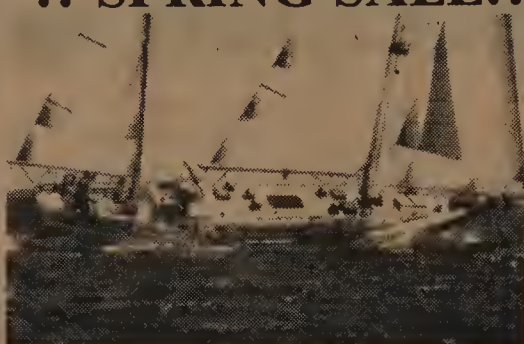
## SEATTLE, WA 98109

1205 Westlake Avenue North  
(206) 282-4943  
Telex: 69-2405 FRASERYOT

## !! SPRING SALE!!



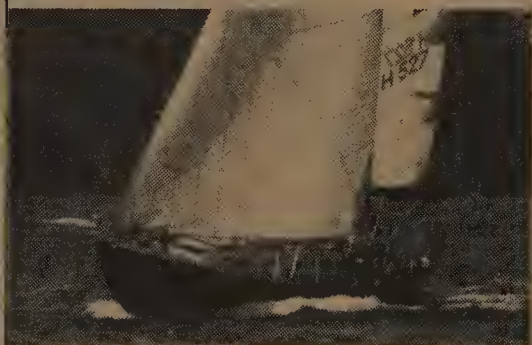
**41' Cheoy Lee ketch.** Professionally-maintained jewel in outstanding condition! Fully equipped and priced for quick sale at **\$110,000.**



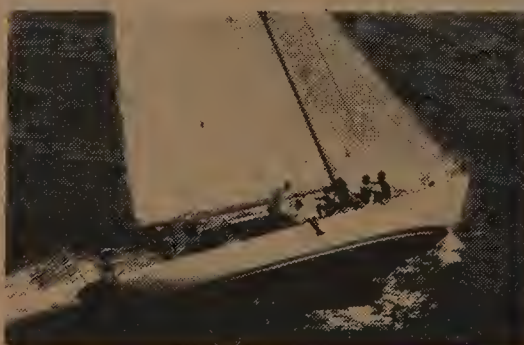
**Lafille d'or 58' Herreshoff.** What else can we say? The *best* wooden boat on the West Coast! *Bristol.* Reduced to **\$495,000.**



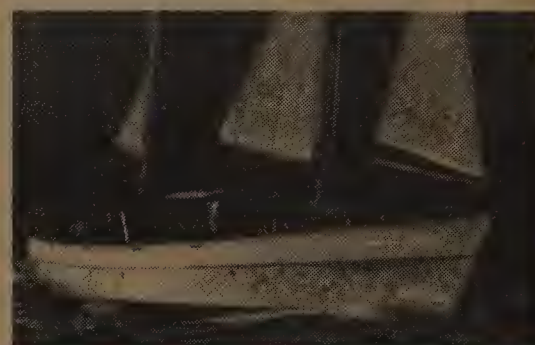
**75' Sparkman & Stephens midship cockpit custom cruising ketch.** Spacious world-class luxury yacht in superb condition. A standout in any harbor! **\$575,000.**



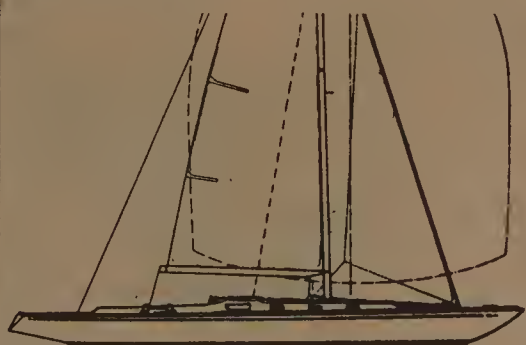
**Hinckley Bermuda 40 centerboard yawl.** The best 40-ft fiberglass auxiliary on the market today! Fine example of this classic Bill Tripp design. **\$105,000.**



**Sabrina 58' sloop.** Captain maintained, much new equipment incl'g radar, Fatty Knees & new diesel. **Yet reduced to \$159,000.**



**51' Giles design Holland-built custom aluminum ketch.** Mercedes diesel, well-equipped. Must see! Price reduced from \$330,000 to **\$175,000 firm.**



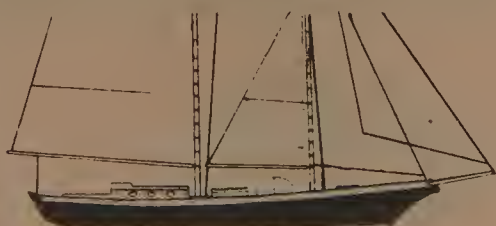
**Swede 55.** An exciting rocketship from Knud Reimers. One of the most weatherly boats we have ever sailed. New to S.F. **\$129,500.**



**Rodeuse.** Striking antique interior. Steel hull w/watertight bulkheads, launched 1979. Recently arrived in S.F. **\$285,000.**



**Lady Fair 67' Garden/Fellows & Stewart.** Macho ocean cruiser. Upgrade in 1985. 5,500 mile cruising range. Must see! **\$500,000.**



### 48' Schooner by Laurent Giles \$115,000.

X-yard. Built of Kusia & Iroko, Monel fastenings, choice of rig & equipment. Approximately 12 month delivery. Choice of own design built at most competitive rates in the world to LLOYDS 100A1.

Steve (415) 332-5311





# SOVEREL 33

## HOW MANY HOT BOATS HAVE YOU PASSED UP BECAUSE YOU COULDN'T TAKE THE FAMILY CRUISING ON THEM?

We bet you won't pass this one up — the Soverel 33. This high performance boat will give you the best of both worlds . . . racing and cruising.



### You pass the others up because . . .

- There's nothing below
- No inboard engine
- Only "rockstar" sailors can sail them
- They don't go upwind
- They're throw-away boats

### The Soverel 33 gives you . . .

- Standing headroom, double aft berth, galley, nav station
- Standard inboard diesel
- Talk to Soverel owners — they're just like you, only happier
- Sails with the IOR boats to weather — ask Steve Jeppesen
- Built by "Mr. Fiberglass" (George Olson) to highest standards in the industry

(415) 522-5979

Dispell the myths yourself. Call Chris, Paula or Naim at Corlett & Blasier for an appointment to see the Soverel 33 today!

Sparkman & Stephens	\$175,000
Santa Cruz 50	Inquire
Peterson 44	127,500
Newport 41	82,500
Olson 40's	from 129,000
Morgan 38	81,000
Esprit 37	105,000
Hunter 34	Offers
Santana 35 (4)	from 55,000
Olson 30	Inquire

### SELECTED BROKERAGE

Cal 2-27	27,500
Express 27	28,500
Santana 22	6,500
Santana 20	6,100
Cal 9.2 A Steal!	36,500
Tartan 30	29,900
Troublemaker	
Heritage 1-ton	49,500
Santana 20/trailer	5,999

### CALL FOR FURTHER LISTINGS

43' Soverel LOCURA	Inquire
41' Petersen IRRATIONAL	120,000
38' Schumacher	
WALL ST. DUCK	125,000
31' Hawkinson 1/2 ton	
MERCURY	Inquire
26' Schumacher	
SUMMERTIME DREAM	Inquire
THIRD REEF	Offers
KINDRED SPIRIT	74,990
OOH NO/Peterson 1/2-ton	44,000

EXPRESS

SOVEREL

OLSON

SPARKMAN & STEPHENS

# CORLETT



# BLASIER

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CHRIS CORLETT      PAULA BLASIER      NAIM SHAH



# OH NO!

it must be time for the Santa Cruz Boat Show. (We're talking yahoo time!)



## CYBERNET CMS-3000 with 60-WATT SPEAKERS

A true Marine Stereo at our best price! 36 watts of Dolby sound, automatic station scanning, memory, closed-door cassette player, polymer-dipped boards, O-ring-sealed case and more! 60-watt speakers feature full stereo sound. Die-cast aluminum case with weatherproof poly cones. Don't settle for less! Retail value \$637.

**SPECIAL \$399**

## ICOM M-5

This is the handheld VHF that has it all! Keyboard entry of every channel available, Sea Watch and 5½ watts come standard. Also scans all channels, 10 channel-memory and 10 weather channels. Comes complete with CM-7 battery pack, flexible rubber antenna, belt clip, earphones & CM-16U wall charger are just a few other features. List \$559.

**SPECIAL \$339**

SITEX	LIST	SALE
797 Loran C	1095	695
A300S Sat-Nav	1495	1195
T100, 16-Mi. Radar	1995	CALL
SH-1 Depth Fia.	169	109
MICROLOGIC		
ML-5500 Loran	1295	CALL
ML-7500 Loran	1595	CALL
RAYTHEON		
1200 Radar	1895	1649
Rayfax 500 Weatherfax	2995	CALL
Raynav 550 Loran	895	749
ALPHA		
Alpha Autopilots	SPECIAL MAY SALE	
SPA CREEK		
AutoMac	122	99
12V Doctors Handbook	24.95	19.95
SIGNET		
System 1000	995	695
System 1500	945	660
TRIMBLE		
Trimble 200 Loran	2395	1895
TANDY		
TV Antenna w/Rotator	139	99
ICOM		
M700 SSB	1995	CALL

SALE PRICES GOOD THRU THE SANTA CRUZ BOAT SHOW

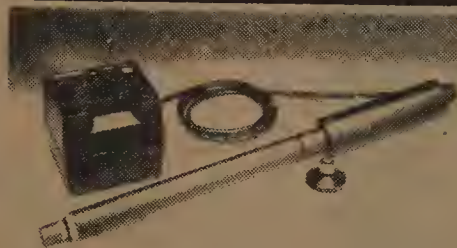
BORA BORA BONZO

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# NOT AGAIN...

See you at the Santa Cruz Small Craft Harbor May 31, June 1 & 2, 1985



## SHARP EASYWHEEL & EASYTILLER

Sharp has an affordable pilot for tiller or wheel-steered boats up to 42' in length. The popular Easytiller, producing thrusts in excess of 125 lbs. for tiller-steered boats and the New Easywheel providing simple installation and up to 40 ft. lbs. at the wheel. Easytiller List \$695, Easywheel List \$895.

EASYTILLER - \$499/EASYWHEEL - \$649



## SITEX EZ-7 LORAN

Featuring full Lat/Lon operation with 8 waypoint memories, small power drain, splash-proof design, and full steering computer, the New Sitex EZ-7 is one of today's best buys in Loran. This fantastically priced unit is causing the demise of the trusty RDF! List \$777.

SPECIAL \$519

## MAGNAVOX MX4102 SAT-NAV

The standard by which all others are compared! Press 2 buttons and call up more than 40 key navigation functions. Fully programmed tracking, course, distance & ETA from present position to 9 waypoints (or from waypoint to waypoint), 5-year memory backup, a worldwide service network, one year warranty, and a PRICE that the more mediocre units just can't compete with. List \$2495.



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If you've ever wanted to  
sail, but thought you'd wait  
until you could afford the  
boat, the insurance, the  
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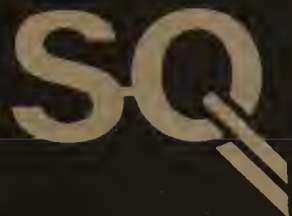
**Your waiting is over.**

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the sailing club membership that  
provides lessons, boats and  
cruising parties . . . the fun of sailing!





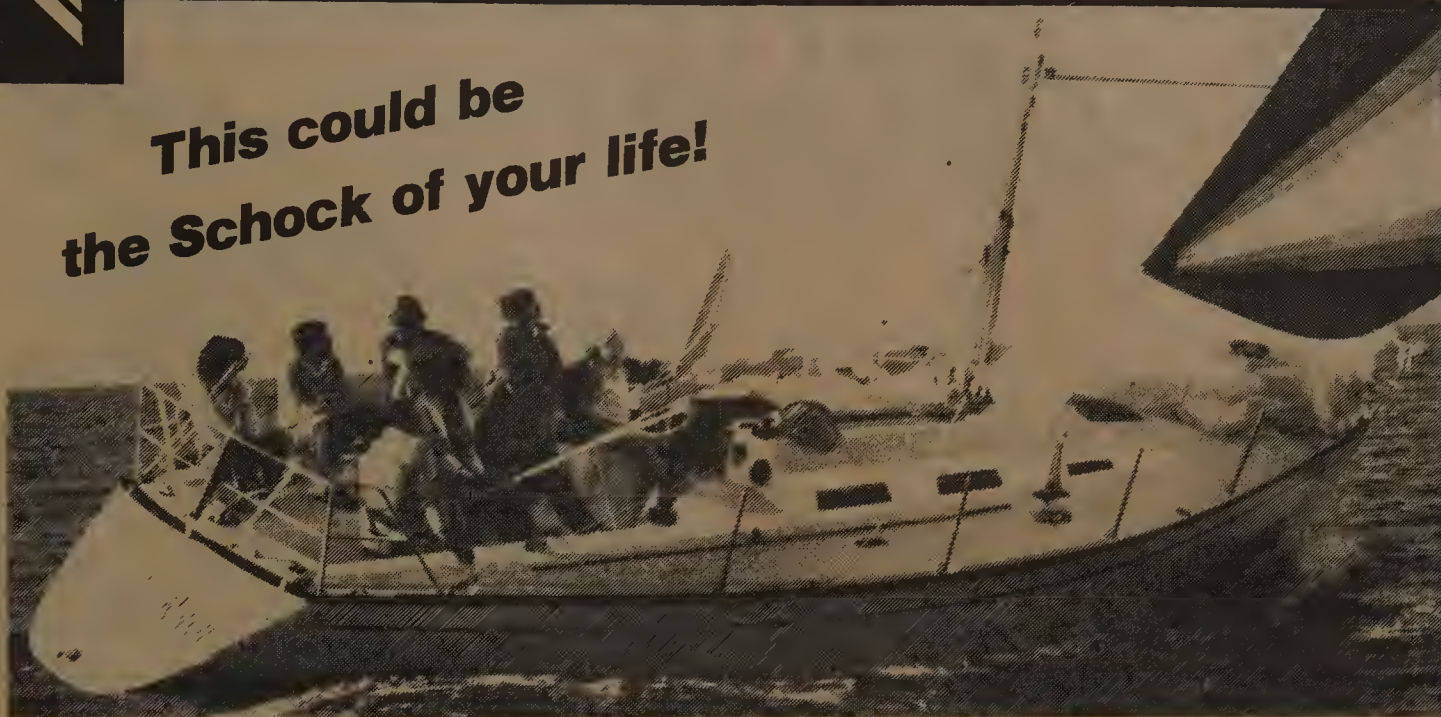


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# MARINER SQUARE YACHTS

**This could be  
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NOW  
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YACHTS



## SCHOCK 35

BASE PRICE: \$49,500

LOA: 35' LWL: 29.5' DISPL: 10,000 lbs.  
BEAM: 11.9' PHRF (Provisional): 84

Come in and buy this boat today. She's the new Schock 35 with masthead rig, racer/cruiser interior accomodations (including choice of forepeak design), 6.2' headroom and fun to sail! In PHRF competition, she's been rolling over the Soverel 33 and Olson 30 — even in light winds. It won't take long for a one-design fleet to be formed. Be there with one of the finest Schock products ever at a price that beats them all, too!

**SCHOCK • BUILDERS OF THE FINE SANTANA YACHTS**  
**EXCELLENT BANK FINANCING AVAILABLE**

## MARINER SQUARE YACHTS • BROKERAGE LISTINGS

### STARTER BOATS

Neptune 16	\$ 3,950
Santana 20	6,100
Santana 22	6,500
Ranger 23	11,500
Neptune 24/3 from	14,000
Islander Bahama 24	7,500

### RACER/CRUISERS

Santana 30	\$32,000
Tartan 30	30,900
Hunter 34	52,500
Santana 35/2 from	56,995

### HIGH PERFORMANCE RACERS

Santana 525/3	from \$15,500
Olson 30	<b>SOLD</b> 30,000
Soverel 33	55,000

### CRUISING/BAY & OCEAN

Newport 27/2 from	\$15,500
Newport 28	<b>SOLD</b> 35,000
Newport 30 MkII/2	from 31,000
Seafarer 31	34,000
Westsail 32	44,000
Newport 33	52,500

## MARINER SQUARE YACHTS

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# SPERRY'S GOING ALL OUT FOR THEIR 50TH ANNIVERSARY.

To celebrate their 50th Anniversary and to introduce the exciting, new Sperry Top-Sider TS-50™ boat shoe, Sperry Top-Sider is going all out for you.

With a sweepstakes where you could win a 1985 Jeep Wagoneer, a trip to Club Med, Cancun, Mexico, an AMF Trac-14 Catamaran or a pair of Sperry Top-Sider TS-50s, the boat shoe that offers a unique combination of performance and comfort. In addition, when

you buy a pair of Sperry Top-Sider TS-50s, you'll also receive a free "Life Preserver Kit" to keep them looking new. So drop by the store below,

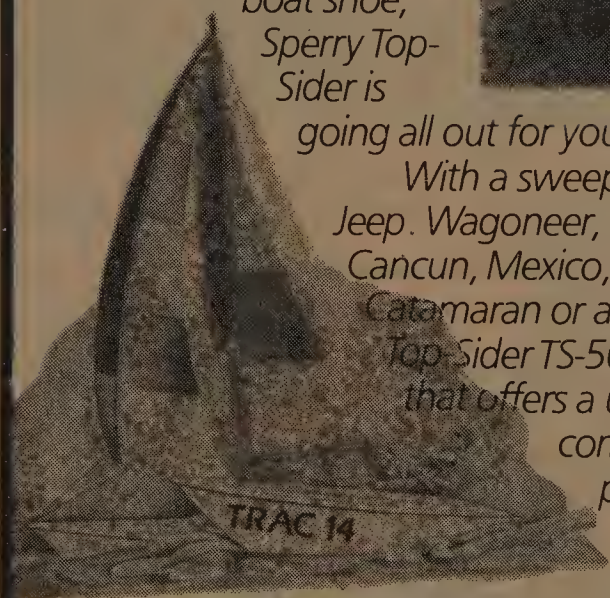
enter the sweepstakes

and try on a pair of Sperry Top-

Sider TS-50s. You'll see why they're the most celebrated boat shoe in 50 years.

## SPERRY TOP-SIDER'S 50TH ANNIVERSARY SWEEPSTAKES

For further details and sweepstake rules see entry form at store.  
Offer expires June 15, 1985



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When buying a boat, there is a lot more to it than just sailing away from the dock. We at J/Boats West believe that our relationships with our clients begin when they first walk through the door and continue well past the boat delivery.

We pride ourselves on our quality line of boats and match the quality with the utmost service we can provide. We support our new boat owners and all the one-design fleets with enthusiasm.

We would like to thank all the new J/Boat owners and, if you are looking for a fine yacht and quality service, talk to one of our very satisfied customers. They will tell you about J/Boats.

Charles Walter	J/24	Howard Macken	J/29	Gary Lauer	J/24
Bill & Kevin Bagg	J/29	Kevin Meechan	J/29	Laurie Petipas	J/24
Gene Conner	J/29	Joe Oberzehr	J/29	Larry Webster	J/24
Paul Covec	J/29	Noel Rodes	J/29	Bill Fawns	J/24
Peter Cunningham	J/29	Connel Riklin	J/29	Les Rudman	J/24
Kirk Denebiem	J/29	Dave Ruenholl	J/29	Pat Loomis	J/24
Tom Fancher	J/29	Jake Stout	J/29	Doug MacDonald	J/35
Jim Gregory	J/29	Earline Tankersley	J/29	Bill Stocklin	J/30
Mark Horwitch	J/29	John Williams	J/29	Bob Gard	J/35
L. Mike Lambert	J/29	Al Soboleski	J/24	Rich Morse	J/35
Ron Losch	J/29	Craig Weady	J/24	Dave Dayton	J/24

J/22 J/24 J/27 J/29 J/30 J/34 J/35 J/41

## J/Boats West

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CAL 24



CAL 27



**YOUR  
DEALER  
FOR**  
Moore  
Express  
Olson  
Holder  
Hobie  
Cal



EXPRESS 37

### Selected Brokerage:

Size	Manufacture	Year	Price
20'	Holder (like new)	1983	7,000
20'	Cal (new sails)	1964	4,995
21'	Burns (reduced)		11,900
21'	San Juan	1976	6,000
23'	Pearson Electra	1961	7,850
24'	Moore (2 from)	1976	15,500
25'	Santana 525 (reduced)	1980	10,500
25'	Coronado		9,500
26'	Pearson Commander	1966	9,500
27'	Cal 2-27 (spinnaker)	1976	25,950



**Stephens 38' Sloop—Farallone Clipper, 1957:**  
Beautiful natural mahogany, oak frames. Not for everyone, but for the yachtsman who wants and will take pride in owning one of the most beautiful boats on the west coast. \$62,500/make offer.

Size	Manufacture	Year	Price
27'	Cal 2-27 (like new)	1979	29,000
27'	Santa Cruz, hull #126	<b>SOLD</b>	18,500
27'	Express	1984	27,500
30'	Olson	1984	29,995
31'	Cal	1979	46,600
35'	Erickson (reduced)	1972	55,000
40'	Olson	1983	98,500
40'	Olson (1/2 interest)	1983	69,950
40'	Yawl	1958	72,200
50'	Columbia	1966	109,000
50'	Santa Cruz		200,000

"Quality listings wanted"

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**SANTA CRUZ**

At the Santa Cruz Yacht Harbor  
2222 East Cliff Drive  
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**Where Quality  
is a Matter of Course.**



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Largest Selection of **USED BOATS** —  
Over \$5,000,000 — At Our Docks!!

Save 5% On All Boats At Our Show —  
That's A \$1,500 Savings On Most 30-Ft Boats!

- Open 7 Days A Week, 10 a.m.-5 p.m.
- No Down Payment — 100% Financing

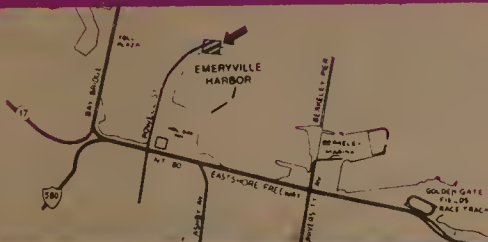
69'	Gaff Rigged Schooner	1911	175,000
64'	Herreshoff Ketch	1982	400,000
54'	C-T	1981	269,000
51'	Formosa Ketch	1981	135,000
46'	Kettenburg PCC	1958	57,500
45'	Cal	1974	142,000
45'	Explorer Kch	1979	114,500
45'	Dufour	1981	250,000
44'	Rhodes M/S	1961	140,000
43'	Westail Kch	1976	115,000
42'	Pearson	1980	149,950
41'	Isl. Freeport Kch	1976	125,000
41'	Morgan O/I	1981	95,000
41'	Perry Cutter	1979	125,000
41'	Cutter	1928	80,000
40'	Formosa	1979	62,500
40'	Bristol Yawl	1979	119,500
40'	Scotsdale Ketch	1948	22,000
39'	Yorktown	1980	65,000
39'	Cal	1971	67,500
38'	Catalina	1980	63,000
38'	Pearson	1984	146,000
38'	Hans Christian Cutter	1978	98,000
37'	Islander	1972	52,000
37'	Tayana Cutter	1979	80,000
37'	Endeavour	1979	79,000
37'	Endeavour	1979	75,000
37'	Gulfstar	1976	81,000
37'	Islander	1970	46,000
36'	Islander	1977	70,000
36'	Islander	1978	65,000
36'	Cheoy Lee Kch	1969	55,000
35'	Dufour	1979	89,500

35'	Coronado	1971	43,900
35'	Ericson	1971	44,900
34'	Hunter	1983	62,000
34'	Aloha	1983	79,000
33'	Tartan	1982	75,000
33'	Cal	1973	42,500
32'	Columbia Sabre	1965	11,000
32'	Columbia Sabre	1966	14,200
32'	Atkins Cutter	1979	58,000
31'	Dufour	1981	55,000
31'	Contest	1974	49,000
30'	O'Day	1978	38,000
30'	Dufour	1981	55,000
30'	CM Charter	1968	25,000
30'	Center Cockpit S-2	1978	49,750
30'	C&C	1978	57,950
30'	Islander MKII	1976	33,500
30'	Islander Bahama	1983	49,500
2-30	Cal	1970	30,000
30'	Yankee	1972	35,000
30'	Catalina	1979	33,900
30'	Tartan	1982	58,500
30'	Tartan	1974	33,000
30'	US	1981	34,000
30'	Columbia	1972	25,000
30'	Pearson	1977	30,000
29'	Hinckley	1983	35,000
29'	Competition 1000		28,950
29'	Cal	1971	25,000
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29'	Ericson	1973	29,000
29'	Ericson	1975	21,500
29'	Seafarer	1974	14,000

28'	Islander	1977	33,000
28'	Columbia	1969	18,500
27'	Hotfoot	1984	24,150
27'	Mull Custom	1976	24,000
27'	Cal	1976	24,000
27'	Cape Dory	1980	32,000
27'	Hunter	1980	27,000
27'	Heritage	1978	45,000
27'	Balboa	1980	13,500
27'	Santana	1971	18,000
27'	Ericson	1973	22,500
27'	Ericson	1973	19,500
27'	Catalina	1983	25,000
27'	Ericson	1977	20,830
27'	C&C	1971	26,000
27'	Fin-Gal	1966	15,000
27'	Santa Cruz	1978	18,500
26'	Folkboat	1969	15,500
26'	Columbia	1970	11,000
26'	Pearson	1975	13,500
26'	Pearson	1978	16,500
26'	Columbia	1970	11,000
26'	Marjeholm	1969	15,000
26'	Excalibur	1966	6,950
25'	Catalina	1979	15,700
25'	Lancer	1979	15,000
25'	Cal	1969	9,000
25'	Seldelman	1979	14,900
25'	Coronado	1969	8,900
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24'	Pearson Lark	1968	12,000
22'	Columbia	1968	3,000
22'	O'Day	1977	6,000

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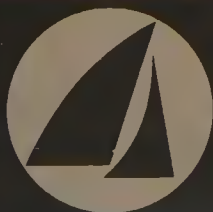
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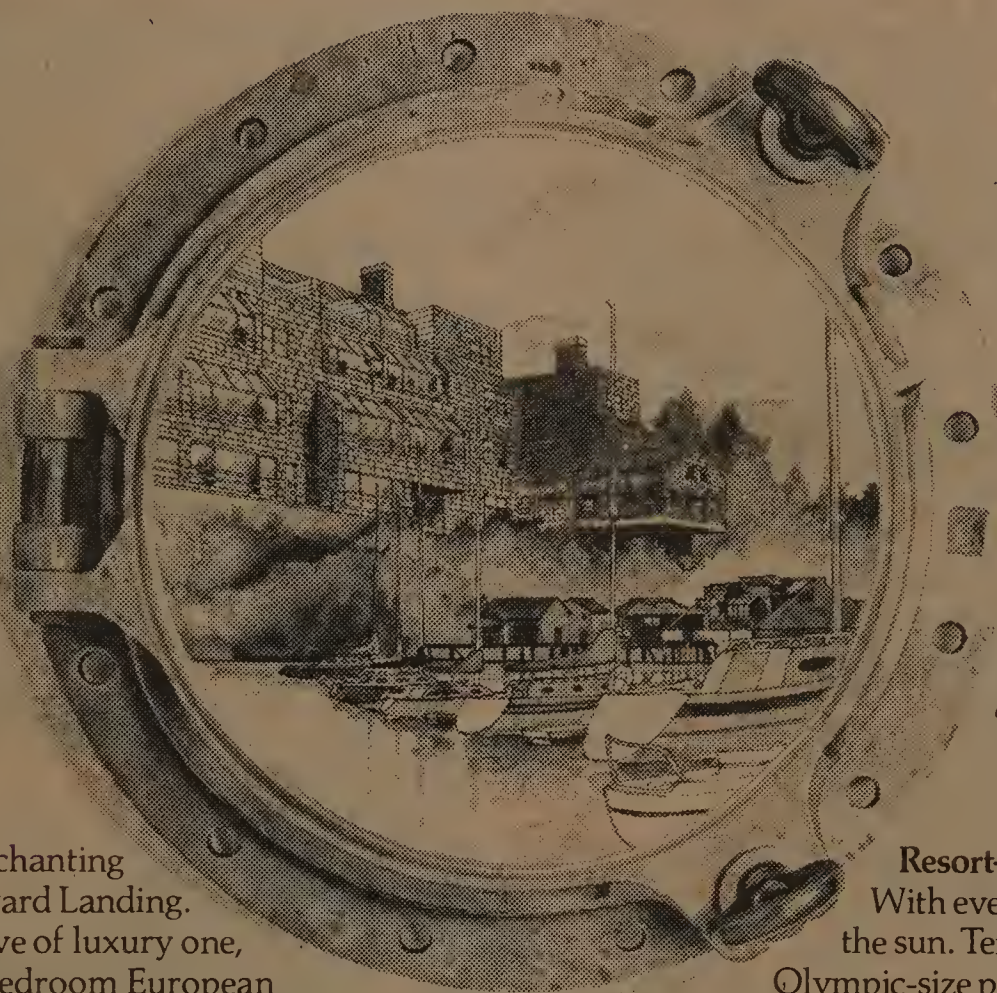
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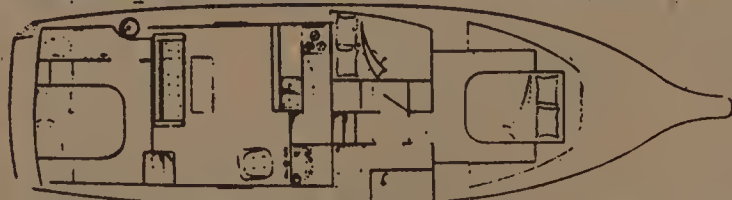
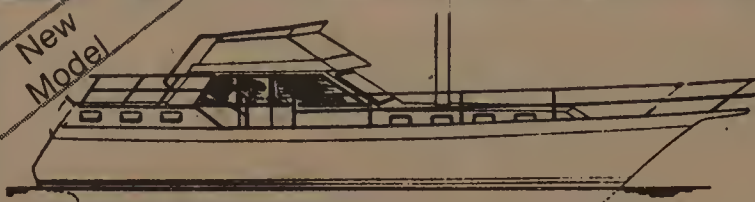
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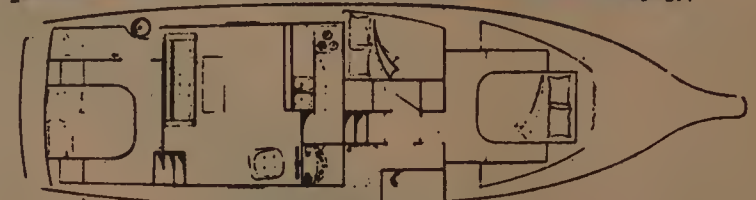
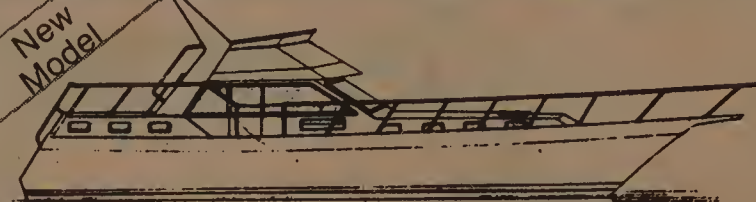
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New Model



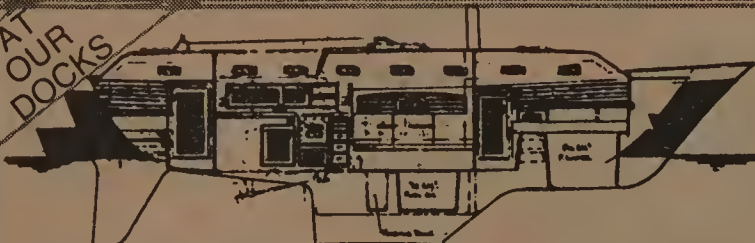
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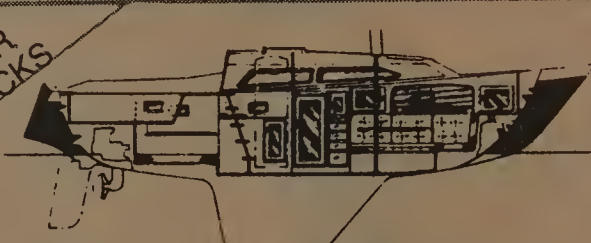
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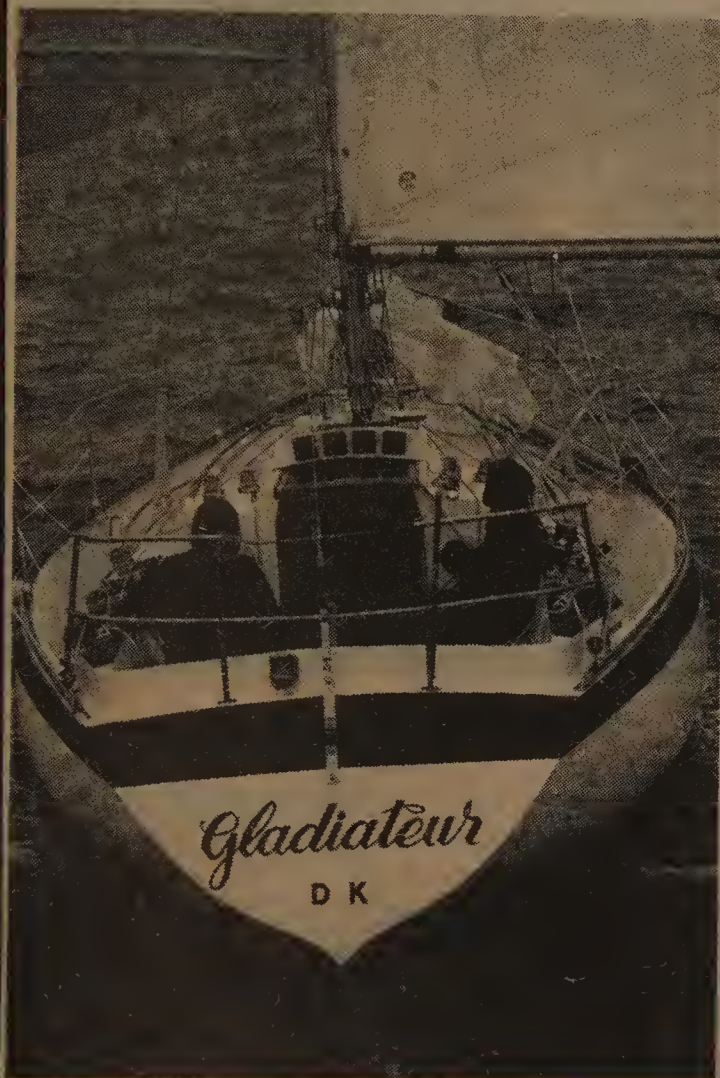
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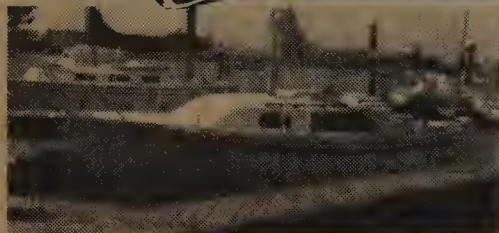
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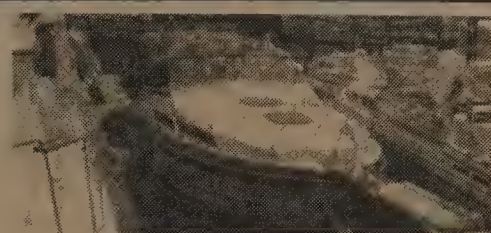
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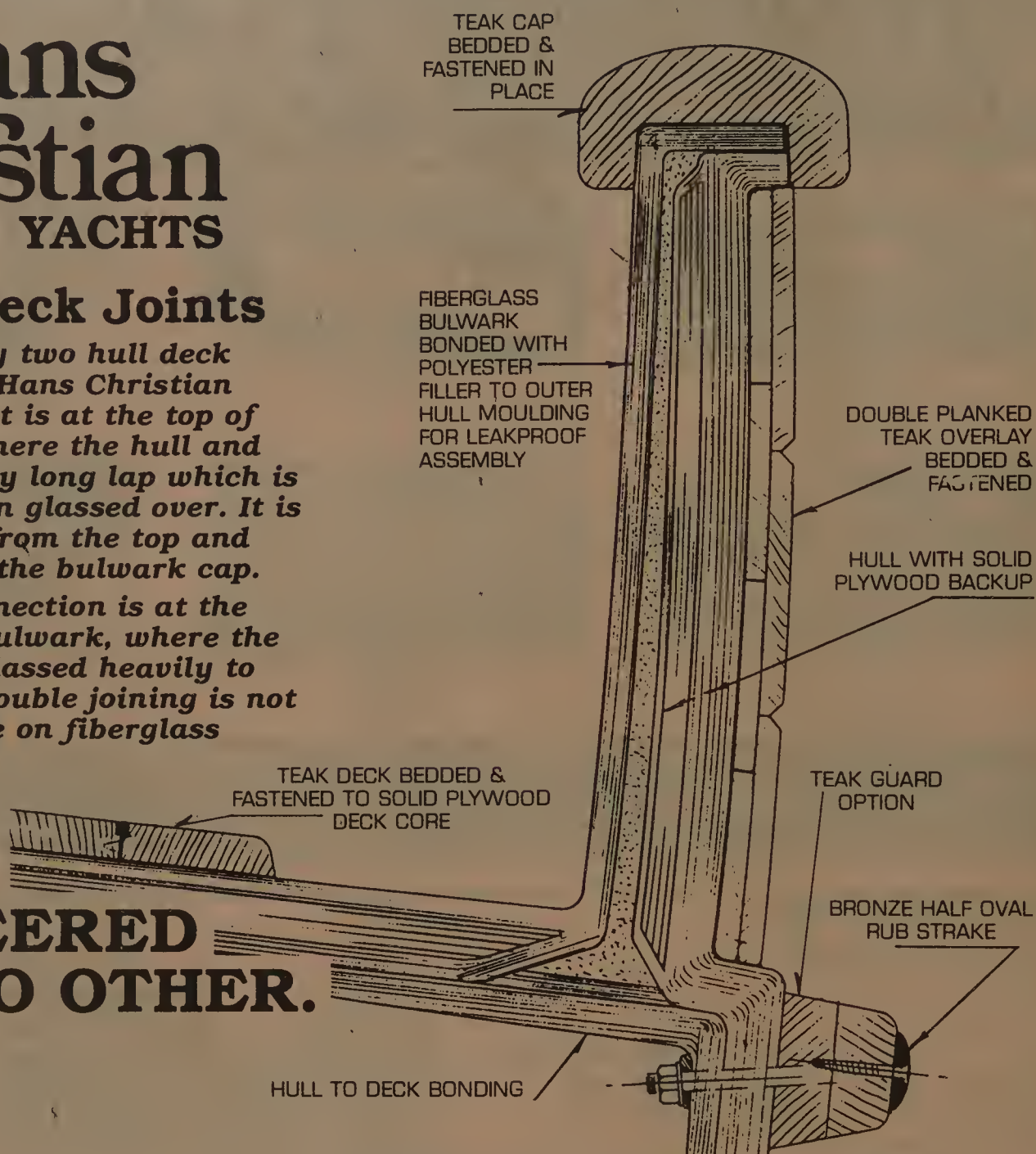


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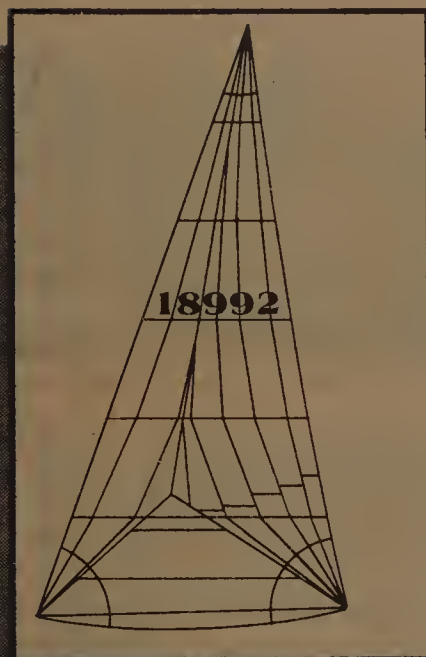


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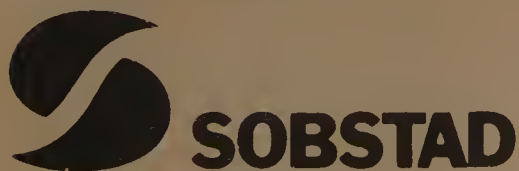
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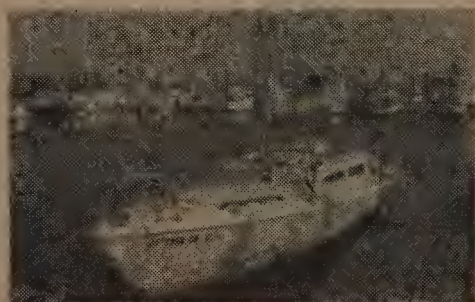
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32' Nantucket Clipper '71	..... Experienced cruiser	..... 29,950			
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# CALENDAR.

## Nonrace

**May 1** – Opening of the Sausalito Multihulls Center for haulouts, service and repair. 332-6533.

**May 4** — Full Moon.

**May 4 & 5** – “Practical” Celestial Navigation course aboard Sam Crabtree’s Cal 39, *Catch the Wind*. Maximum of five students will spend two days and one night in the Gulf of the Farallones. Some celestial knowledge required. For more, call the Oceanic Society at 441-5970.

**May 4 & 5** – Point Bonita lighthouse celebrates its 130th birthday with a weekend of lighthouse lore and tours. 331-1540.

**May 4 & 5** — Basic and Intermediate Classes in large sailboat handling and seamanship. Dave Garrett Sailing, Sausalito. 331-3364.

**May 4, 6, 7, 24** – Basic and Intermediate Sailing classes offered by the UC Berkeley's California Adventures. For more on these and May windsurfing classes, call 642-4000.

**May 5** — City of Berkeley and Recreational Programs offers the Fourth Annual Berkeley Bay Festival at the Berkeley Marina; 9 a.m. to 5 p.m. Activities include sailboat rides, windsurfing lessons and Laser I and II races from Pier. Patty 644-6530.

**May 6** – “Facts and Legends About the Killer Whale.” Generally benevolent toward people, this big guy has been accused in the sinking of at least one yacht that we know of. Oceanic Society, room 300, bldg C, Ft. Mason, 7 p.m. \$2 donation. 441-5970.

**May 11** — Opening Day, William H. Seward YC, Anchorage, Alaska.

**May 11** — Second Annual Sacramento YC Marine Swap Meet, Sacramento YC, 1048 South River Rd., Sacramento. Free admission. Setup begins 7 a.m. (916) 371-9850 or (916) 371-5058.

**May 11, 1937** – The J-boat RANGER is launched at Bath Iron Works, Maine. The 125-foot sloop won 32 of her 34 races, including the 1937 Americas Cup. Four years after she was built, the last—and many say the best—of the mighty J-class was cut up for scrap to aid the war effort.

**May 11** — Marine Swap Meet, San Pablo YC, 700 W. Cutting, Richmond. 8 a.m. to whenever. Free admission. 233-1046.

**May 11 & 12** – Basic, Intermediate and Advanced classes in large sailboat handling. Dave Garrett Sailing. 331-3364 (Sausalito) or 367-0850 (Redwood City).

**May 14** – “Cooking Under Pressure” with galley gourmet Lynn Orloff-Jones. Call for details and more dates. Classes in Vallejo and Richmond Heights. (707) 557-0578.

**May 18** — Anchorage Marine's Spring Flea Market, 9 a.m. to 5 p.m., Anchorage Marine parking lot, Sausalito. \$5 and registration by May 15 will reserve you a spot at this popular twice-yearly event. 332-2320.

**May 18 & 19** – Freya Owners Association cruise to either Paradise Cay or Drake's Bay. Freya owners can cast their votes by calling Annie at 332-0202 or 332-6352.

**May 18 & 19** – Basic and Intermediate classes in large sailboat handling and seamanship. Dave Garrett Sailing, Sausalito. 331-3364.

**May 19** — New Moon.

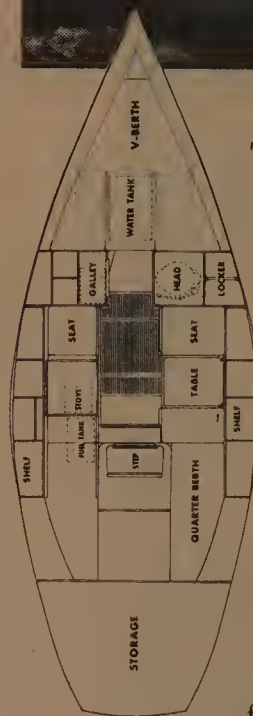
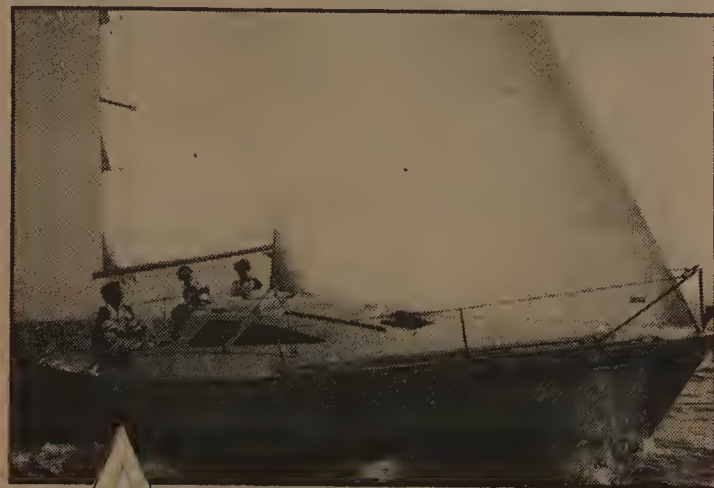
**May 23** — Hank Dekker, the blind sailor who made headlines last year by sailing his 25-ft *Dark Star* solo to Hawaii and back in 1983 talks about his experiences. Island YC, 7:30 p.m. No admission, nonmembers welcome. 521-2980.

**May 23** — "Tides and Currents", a talk by Kame Richards. Golden Gate YC, 7 p.m., \$5 admission. Sponsored by the Women's Racing Association. 924-8555.

**May 25 & 26** — Basic, Intermediate and Advanced classes in large sailboat handling and seamanship. Dave Garrett, Sailing, Sausalito. 415-331-3364.

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elusive combination of suprising boatspeed and truly comfortable accomodations." Judge for yourself. We invite you to come and see this rare breed of "fast and comfortable" boat.

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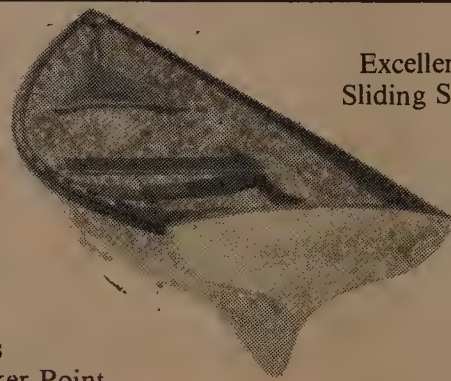
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# CALENDAR

**May 30, 1866** — Loaded with 1 million pounds of tea each, five clippers leave Foochow, China, on the same tide, bound for London. 99 days and 15,000 miles later, *Ariel* passes the Downs eight minutes ahead of *Taeping*. The captains split the bonus for delivering the first tea of the season.

**May 31 — June 2** — Seventh Annual Santa Cruz Boat Show, with displays, music and the classic Rube Goldberg Contraption and Bathtub Race. Bill McMurray, (408) 476-0529, or Tom Carter, (408) 476-0827.

**June 1** — Seven Seas Cruising Association Party for cruisers, Kiana Lodge, Seattle, 2 p.m. till whenever. Jeri Sixt (206) 842-8577 or Jim and Shirley Beebe (206) 433-8199.

**June 1 & 2** — Basic, Intermediate and Advanced classes in large sailboat handling and seamanship. Dave Garrett Sailing, Sausalito. 331-3364.

**June 2** — *Stone Witch* party aboard the *Balclutha* at Pier 43, Fisherman's Wharf in San Francisco. 6-10 pm. Entertainment, music and refreshments. Your donation of \$6 (teens \$2, children free) will help recommission San Francisco's youth sail training ship, the *Stone Witch*. 759-0329.

**June 3** — Celestial Navigation class, Oceanic Society, Bldg. E, Fort Mason, 7p.m. Sam Crabtree will teach the twice-weekly, four-week long class. \$105 nonmember donation. 441-5970.

**June 8** — San Francisco YC's Third Annual Collectors Car and Boat Show, featuring more than 60 vintage automobiles and antique sail and power boats. 10 a.m. to 5 p.m. Tax deductible admission is \$6 for adults and \$3 for kids under 12. 435-9133.

## Racing

**May 4** — First Annual Konocti Cup, Clear Lake. This 26-mile marathon race sponsored by the Lake County Chamber of Commerce and hosted by the Lakeport YC is open to all keelboats and centerboarders 19 feet and over. Free launch ramp and docking. Call Jim Zeibel at (707) 277-SAIL or (707) 277-9255.

**May 4** — S.F. Bay Thunderbird Ass'n race meeting at the Vallejo YC, with a discussion of racing rules and tactics. Seann Coty, 928-8085.

**May 5** — Day Sailor fleet 4 race at Palo Alto YC. RC Chairman Tryg Ager 856-1318; Fleet Sec. Russell Breed 574-2251.

**May 5** — Laser Interstellar Regatta, North Berkeley Marina. All Lasers and Laser IIs invited. Sponsored by Seabird Sailing Center. 548-3730.

**May 6** — Singlehanded Sailing Society's Farallones Race trophy presentation and general meeting. Oakland YC, 7:30 p.m. Tony Smith, 454-2312.

**May 10** — Women's Racing Association crew party and trophy presentation at the Golden Gate YC, San Francisco. Guests, including men, are invited. \$5. Gayle Fuetsch, 924-8555.

**May 11-19** — U.S. Admiral's Cup Trials off Newport, R.I. Irv Loube's *Coyote* and Randy Short's *Sidewinder* will try for the varsity team.

**May 18** — Fifth Annual Hardway Race from Santa Barbara to Santa Cruz Island and back to the mainland, with a variety of winds guaranteed for all. James Gilinger, Santa Barbara SC, 1017 Micheltorena, Santa Barbara, CA 93101, (805) 965-4912.

**May 18 & 19** — 17th Annual Golden Feather Regatta, Lake Oroville. The hosting Lake Oroville YC expects more than 100 boats this year. Add \$2.50 per body to the \$15 entry fee and enjoy a picnic buffet after Sunday's races. (916) 673-7664.

**May 25 & 26** — Day Sailor class regional regatta, Oakland Estuary, hosted by fleets 4 and 56. Fleet Captain Charlie Gray 941-1521; Fleet 56 Captain Ron Fladeland (408) 265-6242; Regional VP Don

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# CALENDAR

Alexander 948-8470.

**May 26** — Don't miss the Master Mariners race for yachts designed or built before World War II. Lots of teak, varnished mahogany and old salts! John Walters, (707) 745-3388.

**May 27-31** — Olson 30 Nationals at Santa Cruz. Can't be as light as last year. Vicki Shelton, (408) 335-7606.

**May 29, 1905** — Twelve days and 14 hours out of New York, in a race sponsored by Kaiser Wilhelm, the 185-foot schooner *Atlantic* passes the Lizard. Although many have tried, no single-hulled sailboat has yet broken her Transatlantic crossing record.

**June 1 & 2** — Jesse Carr Elimination Series for skippers 50+ and crews 40+. BYO Geritol. Bruce Pugsley 851-1032.

**June 3** — S.F. Bay Thunderbird meeting at Golden Gate YC with guest speaker Paul Kamen, certified race officer. Seann Coty, 928-8085.

**June 8 & 9** — Day Sailor Regional Regatta #2, Oakland Estuary. Sponsored by Fleets 4 and 56. Regional VP Don Alexander, 948-8470.

**June 8 & 9** — Thistle Class Northern California District Championship Regatta, Black Butte Lake. Wade Hough (916) 534-9817.

**July 4-7** — Santana 22 Nationals at the Santa Cruz YC. Arnold Wechter, (408) 423-3103.

**July 8** — Catalina Race starts off the Oakland Estuary. Up to 70 boats are expected on the increasingly popular race. Metropolitan YC, 832-6757, or Bill Xavier, 828-9138.

**July 20 & 21** — West Wight Potter Regatta, Encinal YC. Barbara Simpson, 254-2621 or 254-0010.

**July 20 & 21** — PICYA competitions for the Lipton, Larry Knight and CHISPA trophies. Uphold your club's honor and participate! 392-0163.

**July 20 & 21** — Classic Mariners Regatta for wooden boats, including sail. Port Townshend, WA, (206) 385-3628.

**July 27** — 1985 Fatty Knees Worlds, Huntington Lake. (209) 224-0203.

**July 27** — Fourth Annual Island to Island Race, hosted by Andrus Island YC. Start at 1100 hours at light 41, San Joaquin River. PHRF handicaps. Donna, (916) 777-6084.

**August 20-24** — Moore 24 Nationals at South Lake Tahoe. Roger Paine, 934-4800.

**Spring Series** — Island YC — 5/10, 5/31; 6/14, 6/28; Encinal YC — 5/3, 5/17, 6/7, 6/21, 7/12, 523-0293 or 522-3272. Spinaker YC — 6/15-16, (415) 351-8583 or (415) 972-4826.

**Summer Series** — Ballena Bay YC — Series 1 — 5/10, 5/24, 6/7, 6/21, 7/12; BBYC Series 2 — 7/26, 8/9, 9/6, 9/20, 523-5438(H) or 869-2780(W); Encinal YC — 8/2, 8/16, 9/6, 9/20, 523-0293 or 522-3272; Berkeley YC/Cal Sailing Club — Every Friday from May 3 through end of October, 540-7968 or 939-9885; Sausalito Cruising Club — 5/10, 5/24, 6/7, 6/21, 7/12, 7/26, 8/9, 8/16, 332-3380; Corinthian YC — Every Friday from 5/10 through Labor Day, (707) 585-0742 or 435-4771. Sausalito YC — 5/14, 5/28, 6/11, 6/25, 7/30, 8/13, 8/27, 9/10, 9/24, 986-1920(W) or 474-5769(H). Golden Gate YC — 5/3, 5/17, 6/7, 6/21, 8/2, 8/16, 8/30, 9/6, 851-3800 (eves) or 346-BOAT; Folkboat Wed. Eve. Series — 5/8, 5/15, 5/29, 6/5, 6/19, 6/26, 8/7, 8/14, 8/21, 8/28, 9/4, 433-3547.

All of the above races are open to the public. Some clubs have their own series for members only, so check with your club's race chairperson.

Please send your calendar dates **by the 18th of the month** to Latitude 38, P.O. Box 1678, Sausalito, CA 94966. Send early, send often, but please only one announcement per page!

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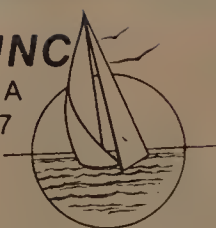
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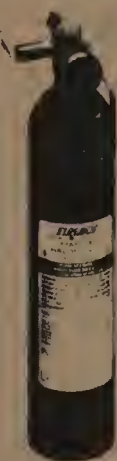
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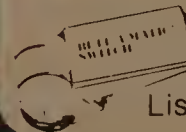
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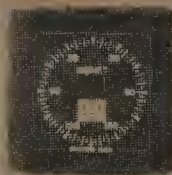
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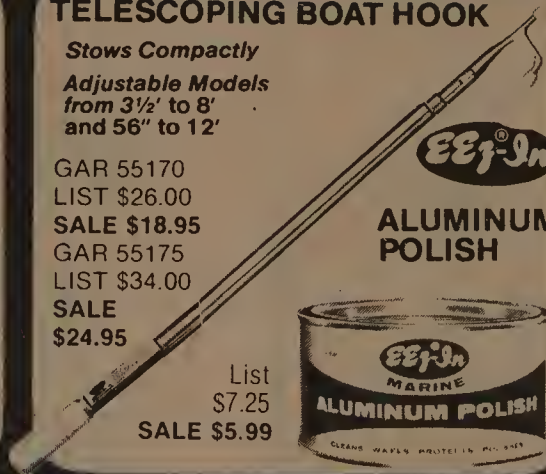
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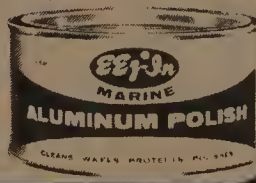
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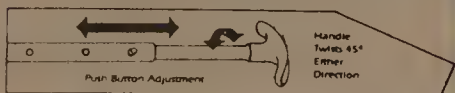
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**Brett Schinnerer, Vice-President**

"EPIFANES is easy to work with, very durable and gives me that high gloss finish needed for restoration work."

## STREBLOW CUSTOM BOATS

**Randy Streblow, Owner**

"EPIFANES varnish is the best finish that we've come across. It's lustrous, long-lasting—we use it all the time and it's very good for brushing."

## THE QUEEN MARY

**Mr. Ralph Boethling, Management**

"We've used the Teak and Tropical Wood Finish now for about a year on the Queen Mary, and we've been very satisfied with its results so far. It seems to last longer than the other products we've tested or used."

## LITTLE HARBOR BOAT BUILDERS

**Ted Hood Jr., Operations Manager**

"The varnish has a consistency that allows us to fill the wood grain with only several coats; thereafter, it quickly builds up, leaving great depth and gloss. We've had very good luck with it in the West Indies, and last year, we started using it exclusively on all the boats we build."

## HUCKINS YACHT CORPORATION

**Stanley Martin, Foreman**

"I am pleased with EPIFANES varnish. It's easy to use, fills the grain well, and looks great. So far, it meets or exceeds my expectations of a finish."

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**Gary (Woody) Wodack, Finishing Foreman**

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## ROBERT E. DEREKTOR, INC.

**Paul Derektor, Vice-Pres. and Gen. Manager**

"EPIFANES is versatile, easy to apply, gives a good finish. My men think it's the best we've ever used."

## SIERRA BAY BOAT WORKS

**Dick Clark, General Manager**

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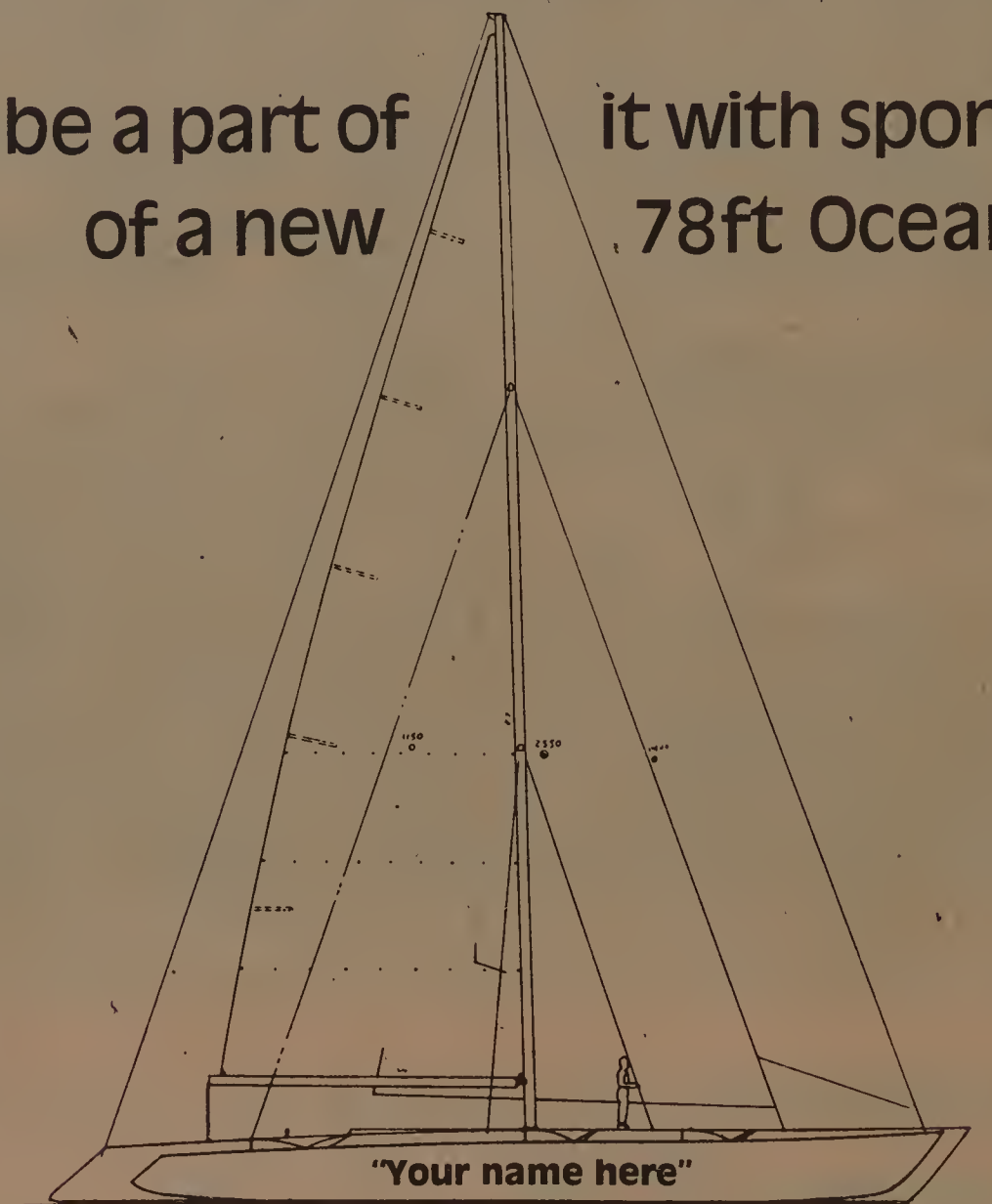
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78ft Ocean Racer



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We need sponsorship of \$250,000 for mast, equipment and sails. The construction of the boat is set and will be started and completed within the next six (6) months with our own funds.

Publicity for the quest for the above records will be on every major TV Network, major magazines will carry articles, and radio stations will carry the record achievement.

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Phone b. (714) 540-5588 or h. (714) 631-2658.



# Maine's Backwoods Boatbuilder

By Thomas Watt (Part III of III Parts)

"Warranties are a tiny part of our business," Hewson says. "We put each boat through a 600-item checklist before it leaves the plant. Finally, one of our senior staff comes aboard for an unstructured, white-glove inspection." If a problem develops after a boat is in the water, Sabre's technicians confer by telephone with the local yard and corrections are made.

"Sabre's greatest advantage in South Casco is the availability of skilled craftspeople. Many Sabre employees build their own homes and service their own cars. We have an apprentice program here, where experienced workers break in new employees to our way of doing things," Hewson says.

To keep his staff of 130 from jumping ship, he uses a savvy mixture of benefits, incentive programs, good pay, and clear, company-wide communications that let workers know they are part of something special in the boating industry. He surveys New England's wage scales each year, and compares his rates against the regional standard.

Finding and keeping skilled workers has controlled Sabre's rate of growth which has leaped 30 percent each year since 1970. The growth would be greater if more workers were available, but Hewson refuses to

*"Hewson keeps with his plan of apprenticeship, skilled craftspeople, and yachts of impeccable quality."*

cut corners. He is keeping with his plan of apprenticeship, skilled craftspeople and yachts of impeccable quality.

Sabre yacht number 1,000 rolled off the line late last winter, to the cheers of the flannel-shirted men and women who built her. Yet these boats are not everyone's toys. The basic 28-ft model runs about \$50,000 and the queen-of-the-line 38 goes for well over \$100,000.

"The top is the most solid part of the market. During the recent recession, many builders suffered from a downturn in sales. We didn't," Hewson says.

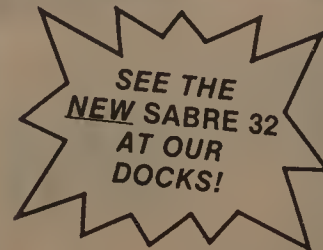
Some who know him say Hewson's only hobby is business. He denies it. He enjoys a relaxing sail now and then; "something simple," like the Mallory Cup Championships, or the Newport to Annapolis race. If time can be found, the 600-mile dash to Bermuda is always a pleasant little romp. He has raced everything from Olympic-class dinghies to offshore yachts and has a collection of jug-eared trophies. He finds a few sets of tennis the ideal way to unwind after a day at the office. On winter weekends, he skis at Sugarloaf USA, competing in downhill races. Does he ever just sit still? Yes, when he's studying his superb collection of books about 1930's vintage automobiles. "They were the glamour cars," the Chief Designer says.

A composed and courteous man, Hewson sits at his L-shaped desk and quietly reflects on his backwoods boatbuilding company and how the yachts he designed have become respected throughout the boating world. He has been the visionary; the risk-taker, the driving force in this tale of success.

What has been the key to it all? He answers without pausing: "Fairness and consistency towards our dealers, our employees, and our customers."



Sabre Yacht number 1,000 joined the North American Fleet in early 1984.



*The Sabre 38 proved that the top is the most solid part of the market.*



Reprinted from "Maine Today", June 1984  
This Article Compliments of  
Charles Thomson Yachts Ltd.  
Your Exclusive Sabre Dealer

## SELECTED BROKERAGE

21' Buccaneer, slp, '76, f/g, ob. ....	\$8,000
22' O'Day, slp, '79, f/g, ob. ....	17,000
22' Santana, slps. ....	3 frm 5,000
23' Alberg/Pearson, slp, '62. ....	7,500
23' Ranger, '74, ob. ....	11,950
24' Cal T-4, slp, '72, f/g. ....	8,700
24' Emerson, slp, '40, wd. ....	3,950
24' Isindr Bahama, '67, '69. 2 frm	7,000
24' J-24, slp, '79, f/g. ....	9,950
24' Nightingale/trlr, slp, '78. ....	16,950
24' Venture/trlr, slp, '71. ....	4,900
24' Yankee Dolphin, slp, '71, f/g. ....	8,000
25' C&C, slp, '74, f/g. ....	17,900
25' Cal 2-25, '79, '80. ....	2 frm 23,500
25' Cheoy Lee, '63, '64. ....	2 frm 19,500
25' Dufour, slp, '81, f/g. ....	22,750
25' Ericson, slp, '80, f/g. ....	26,400
25' Pacific Clipper, slp, '58, wd. ....	5,000
25' Samourl V-1, slp, '70, f/g. ....	10,000
25' Yamaha 25ll, slp, '80. ....	21,500
25' Cal 2-25, slp, '81, f/g. ....	24,000
26' Columbia, '70, '70, '69. 3 frm	12,500
26' Chrysler, '78, '77. ....	2 frm 14,500
26' Ariel, slp, '65, f/g. ....	12,500
26' Int'l Folkboat, '69, '70. 2 frm	12,000
26' Pearson, slp, '75, f/g. ....	13,500
26' Ranger, slp, '72, f/g. ....	12,000
26' S-2 7.9, slp, '82, f/g. ....	24,000
27' Albin Vega, slp, '74, f/g. ....	22,000
27' Cal 2-27, slps, '74, '75. 2 frm	27,000
27' Catalina, slps. ....	4 frm 13,500
27' Cheoy Lee Offshore, '72. ....	21,000
27' Ericson, '73, '78. ....	2 frm 22,000
27' Santana, slp, '71, f/g. ....	18,000
28' Dufour, '79, f/g, dsl. ....	41,500
28' O'Day, slp, '79, f/g. ....	32,000
28' San Juan, slp, '79. ....	29,000
29' Cal, '72, '74, '70, '74. ....	4 frm 22,500
29' Cal 2-29, '74, f/g, dsl. ....	33,000
29' Cascade, '67, f/g, dsl. ....	35,000
29' Columbia, slp, '65, f/g. ....	18,000
29' Gulf 29, slp, '81, f/g. ....	32,500
29' Ranger, '72, f/g. ....	22,950
30' Ackerman, ctr, '41, wd. ....	21,750
30' Bahama, slp, '81. ....	42,000
30' Cal 9.2, '82, f/g, dsl. ....	40,000
30' Cal 2-30, '68, '71, f/g. ....	2 frm 28,500
30' Dunnington, slp, '37, f/g. ....	14,900
30' Ericson, '69, '67, '69. ....	3 frm 27,950

30' Fisher Northeaster MS, '76. ....	64,500
30' Hurricane, slp, '47, wd. ....	7,500
30' Olson, slp, '80, f/g. ....	29,000
30' S-2 9.2A, slp, '78, f/g. ....	39,000
30' Tartan, slp, '78, f/g. ....	39,500
30' Yamaha, slp, '79, f/g. ....	41,900
30' Wylle cstm 3/4, '76, f/g, dsl. ....	40,000
31' Cal, slp, '79, f/g. ....	47,000
32' Columbia 9.6, slp, '77. ....	45,000
32' Ericson, '70, '74. ....	2 frm 29,500
32' Islander, slp, '77, f/g. ....	45,000
32' Marieholm, '74, f/g, dsl. ....	44,000
32' Sabre, slp, '84, f/g. ....	78,500
32' Targa, slp, '78, f/g. ....	47,500
32' Valiant, ctr, '77, f/g. ....	69,950
33' Ranger, slp, '74, f/g. ....	42,500
33' Windward, slp, '47, wd. ....	21,500
34' Cal 2-34, slp, '76, f/g. ....	49,000
34' Cal 3-34, slp, '77, f/g. ....	51,950
34' Cor 34, slp, '69, f/g. ....	34,950
34' Dash, slp, '82, f/g. ....	47,500
34' O'Day, slp, '81, f/g. ....	66,000
35' Cal, slp, '80, f/g. ....	80,000
35' Cheoy Lee Lion, slp, '65, f/g, dsl. ....	45,000
35' Fujl, kch, '75, f/g. ....	69,900
35' Rasmus, slp, '73, f/g. ....	65,900
35' Santana, '79, '80. ....	2 frm 70,000
36' Columbia, slp, '70, f/g. ....	48,000
36' Islander, slp, '71, f/g. ....	44,995
36' Yamaha, slp, '80, f/g. ....	72,000
37' Islander, kch, '77, f/g. ....	63,000
38' Ericson, slp, '80, f/g. ....	87,500
38' Farallone Clipper, slp, '55. ....	39,900
38' Farr, '80, '83. ....	2 frm 88,000
38' Morgan, slp, '78, f/g. ....	93,400
39' Cal, '79, '80. ....	2 frm 95,000
39' Hess cstm, slp, '48, wd, MS	52,000
39' O'Day, slp, '82, f/g. ....	79,500
39' Yorktown, slp, '80, f/g. ....	65,000
40' Acapulco, ctr, '78, f/g. ....	119,500
40' Lady Helmsman, slp, '79. ....	55,000
40' Relmers, ctr, '57, wd. ....	35,000
40' Herreshoff, ctr, '38, wd. ....	74,500
41' Islander, slp, '76, f/g. ....	97,500
42' Cooper 416, slp, f/g. ....	127,500
42' Spencer, slp, '66, f/g. ....	69,000
42' Westsail, '76, '77. ....	2 frm 125,000
44' Peterson, slp, '78, f/g. ....	117,500
45' Explorer, kch, '79, f/g. ....	114,500
46' Grdn cstm, kch, '70, wd. ....	125,000
47' Grdn Vagabond, '73/35. ....	139,500
48' Bruce King, slp, '75. ....	150,000
48' Mapleaf, slp, '76, dsl. ....	189,000
50' Gulfstar, '77, '79. ....	2 frm 159,000
58' Stone cstm, kch, '75, dsl. ....	270,000



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# “You never know when you'll get clobbered by the weather. That's the one reality of the sea.”

Sneaky storm system may hit Bay Area today

By Stephanie Salter  
Examiner staff writer

predicted the big storm would in-  
undate the B...

8 drown at Moss Landing

□ One sailor dead, one missing  
off Ocean Beach Page B2

Coast Guard searches  
for missing fisherman

BOLINAS — The Coast Guard  
continued a search this morning in  
off Bolinas for a fisher-  
man whose boat failed to  
return from a night fishing trip.

Crew Members  
Of Sunken Tug  
Still Missing

By L. A. Chung  
The Coast Guard found an  
floating...

5 missing  
in turbulent  
seas off  
Point Arena

Valley. "When I was out skil-  
46 degrees and ...  
mph  
spec  
trees

11 Hours on a Raft

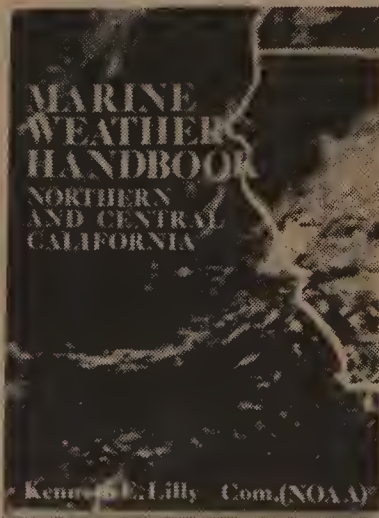
4 Saved After S  
Sinks in Pacific

By Kevin Leor  
Four crew members of a  
San Francisco-based fishing  
boat were rescued in the mid-  
Pacific early yesterday after  
their 80-foot vessel sank in  
heavy seas 200 miles northeast  
of Hawaii on Monday.  
... and their blue tick

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## About the Author

Commander Kenneth E. Lilly, Jr. has been a commissioned officer in the National Oceanic and Atmospheric Administration (NOAA) since 1968. He has taught a number of marine weather courses to sail-boaters, power yachtsmen, and professional mariners over the past ten years. Commander Lilly is the author of *How to Use Radiofacsimile Weather Maps* for Furuno U.S.A., Inc. and the book *Marine Weather of Western*

*Washington* published in 1983. He holds a master's degree in atmospheric science from Oregon State University and is a member of the American Meteorological Society.

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# LETTERS

## □ BETTER MEASURE JUST IN CASE

With all the kudos I read in the Letters section, I recommend you check that your hats are not shrinking.

Keep up the good work.

Harry Murray  
Paradise

Harry — A long time ago we decided we wanted to do away with those 'you're doing a great job' prefaces to letters — as much as we appreciate them. In practice we found that many letters use that sentiment as that as an integral part of their first thought, and thus it became very tedious to edit out. Finally we gave up. But on your advice we'll redouble our efforts to cut that stuff out in future issues.

We do appreciate your concern and will count on you to function as our head shrinker in the future.

## □ YOU COULD BE NEXT

Thanks again for another fine issue. There can be no doubt that *Latitude 38* is one of — if not the only — great bargain in sailing. The February issue with its comprehensive article on the local collegiate sailing scene was typical of both the quality and variety we have come to expect — and perhaps, at times take for granted — from you.

As one of the hundreds of FJ sailors in the Bay Area it was especially gratifying to see so much space devoted to young sailors and the one design dinghy we love so much. Although personally, I am way past intercollegiate eligibility, we who race the boat regularly are continually impressed with the skill and enthusiasm of the young sailors who ultimately gravitate our way via the various collegiate programs in the area.

Now properly called the International FJ (the Flying Jr. and/or Flying Dutchman, Jr. name was dropped over two years ago) was originally designed as a trainer for the highly sophisticated and successful Olympic centerboarder, the FD. Although smaller and slower than the FD, the FJ still exhibits some of the same thoroughbred breeding as her larger sister. All of which explains why the FJ is a logical choice in the intercollegiate programs nationwide.

The one sore spot in the college program — and the main reason for this letter — has to do with the Vanguard boats selected as the boat of choice by the colleges on the West Coast. The plain truth is that, due to factory measurement errors, Vanguard boats are not FJ's. The great crime here is not the error, but the fact that the factory has been fully aware that their boat is illegal for the last five years and yet continued to produce great numbers of them, while advertising and marketing them as FJ's. The fact is that because of their collegiate contracts, Vanguard is the largest producer of "FJ's" in the US. The issue is further complicated by their abject refusal to pay the obligatory royalty fees to the designer and the international organization. Recent pressure from IYRU and FJUS has at least resulted in an agreement to stop using the FJ name in advertising and as a sail insignia. (It's now a CJ, whatever that is.) If you get the feeling that what we have is a situation where a big money builder seems to have put profit in front of integrity, you're not far wrong.

The ultimate effect of all these illegal boats is hard to assess. At the very least it's confusing; at the worst it's disaster. It seems to me that Vanguard still owes hundreds of royalties to the International, damages or at least a fix to some individual purchasers, and an apology to one design skippers everywhere. Further, the West Coast colleges should reevaluate the decision to use a product produced by such a firm. There are seven other legitimate builders on both coasts. To continue to support Vanguard only serves to damage the sport

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L.O.A. .... 42'2"	Sail Area ..... 864 sq ft
L.O.D. .... 38'8"	Main ..... 263 sq ft
L.W.L. .... 30'10"	Jib ..... 209 sq ft
Beam ..... 11'6"	Staysail ..... 156 sq ft
Draft ..... 5'8"	Power ..... Yanmar 33 h.p.
Displ ..... 22,500 lbs	Fuel ..... 90 gallons
Ballast ..... 7,340 lbs	Water ..... 100 gallons

**Standard Cutter f.o.b. Oakland \$72,900.00**

as little as \$763.03 per month



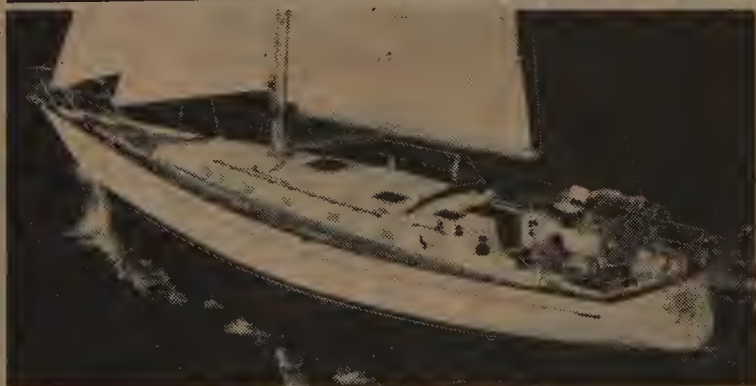
**42' Center Cockpit Cutter. Robert Harris Design**

Visit Windships and examine this strongly built and rigged Vancouver 42. Massive longitudinal stringers and structural bulkheads, oversized rigging that starts with a 1/2" headstay and an impressive list of standard equipment, she assures you of peace of mind in heavy weather. The very attractive hull interior is finished in satin varnished spruce and teak. The craftsmanship in the joinery, cabinetry and doors is magnificent!!

L.O.A. .... 41'9"	Draft ..... 5'10"
L.W.L. .... 33'0"	Displ ..... 29,147 lbs
Beam ..... 12'6"	Ballast ..... 10,600 lbs
Sail Area ..... 942 sq ft	Fuel ..... 120 gallons
	Water ..... 140 gallons

**\$106,600.00 f.o.b. Oakland**

as little as \$1,117.74 per month



**52' Aft Cockpit Cutter. Robert Perry Design**

The new Tayana 52 cutter by Robert Perry is a high performance exciting cruising yacht. With a fine forward section and tall rig, she is an all-round performer — agile in both light and heavy wind conditions. She is built by Ta Yang, one of the finest of Lloyd's approved yards. Custom design interiors to owner's specifications are encouraged by Windships and the builder. We invite your inquiry!

L.O.A. .... 52'5"	Sail Area ..... 1156 sq ft
L.W.L. .... 42'1"	Water ..... 200 gallons
Beam ..... 15'0"	Fuel ..... 180 gallons
Ballast ..... 14,800 lbs	FRP Hold'g Tank ..... 35 gallons
Displ ..... 38,570 lbs	FRP Sump Tank ..... 35 gallons

**\$183,000.00 f.o.b. Oakland**



**55' Aft Cabin Cutter. Pieter Beeldsnijder Design**

The Tayana 55 has a hull with sweet, easily driven lines, which are most pleasing to the eye! A tall cutter rig with great sail carrying capacities that allows this yacht to reach her inherent high speeds on all points of sail. It is interesting to note that the high cutter rig gives her a sail area displacement ratio greater than many of the world's finest racing yachts.

L.O.A. .... 55'0"	Fuel ..... 150 gallons
L.W.L. .... 45'11"	Water ..... 250 gallons
Beam ..... 16'1"	FRP Hold'g Tank ..... 30 gals
Draft ..... 6'6"	Sail Area (cutter) ..... 1635 sq ft
Displ ..... 48,400 lbs	Ballast ..... 17,600 lbs

**\$206,000.00 f.o.b. Oakland**

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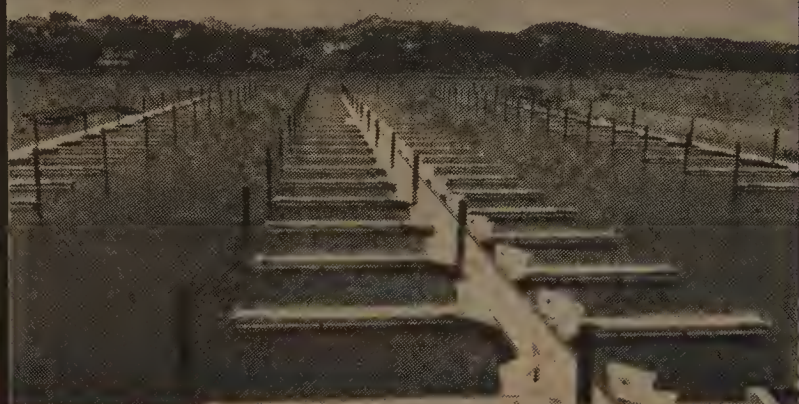
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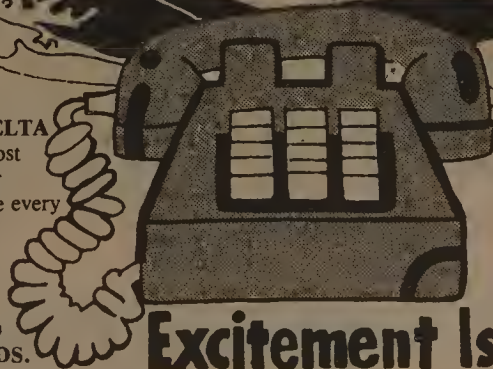
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# DON HATLER YACHTS

PRESENTS

## Nautical Pursuit

H

Comparing the Hunter 40 to the Islander 40, the Hunter 40 offers:  
A) Longer LWL B) Greater weight to ballast ratio C) More sail area D) More standard equipment E) All of the above

U

From 1980 until now, what sailboat manufacturer grew at a rate twice that of the industry:  
A) Catalina B) Ericson C) Pearson D) Islander E) Hunter

N

The Catalina 30 has the following advantages over the Hunter 31:  
A) Greater stability B) More interior space C) More and better standard equipment D) Lower price E) None of the above

T

The Ericson 36 and the Hunter 34 offer comparable headroom, sail area and equipment, except that the Hunter at the same price would also include a:  
A) Bosun's chair B) VHF radio C) Dinghy D) 3 fenders E) A 450 SL Mercedes sedan & some change

E

Hunter Marine's 34-ft sailboat Complete on the West Coast sells for \$53,610. That's such a great value that Hunter sold ?? in less than 3 years.  
A) 100 B) 200 C) 300 D) 22 E) 865

R

If you are a S.F. Peninsula or South County resident, where is your best choice for purchasing a family sailboat with good selection, good service, charter and teaching programs, and excellent prices.  
A) Port of Redwood B) at a Cal, O'Day and Hunter Dealer C) Seaport Blvd. exit off Highway 101 D) Don Hatler Yachts E) All of the above

H

E) All of the above

U

E) Hunter

N

E) None of the above

T

E) A 450 SL Mercedes sedan & some change

E

E) 865

R

E) All of the above

# HUNTER



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# LETTERS

they are trying to hard to promote. Skippers of other Vanguard built classes (Finn/420/470) take special note: you could be next!

Jack Ward  
National Vice President  
FJUS  
Pleasanton

## □PRIVILEGES

On Thursday, February 7, I picked up a copy of February's *Latitude 38* at the Santa Barbara YC from a carton of free copies left at the entrance for anyone to take away. My subscription copy arrived this morning, February 14 — a week later.

This is the second month this has happened. While I appreciate that you mail to us subscribers at the bulk mail rate, isn't it a little self-defeating to beat your subscribers to the punch with free copies?

Please give us a break! Can't you dispatch the bulk give-aways a little later, so that we have some privileges as subscribers? Frankly, it makes me wonder whether subscribing next year is worth it, if I can get my monthly pleasure for nothing and put my hard earned \$15 to work elsewhere!

Have you a sales problem here — or don't subscribers really matter?

Thanks for a fine publication.

Brian M. Fagan  
Santa Barbara

*Brian — Since day one we have encouraged readers to pick up free copies of Latitude 38 rather than subscribe. There's a good reason for us to do this, unfortunately an explanation involves learning more about bulk mailing and the economics of publications than you'd ever want to know. Up until such time as we institute a standard charge for non-Northern California copies of Latitude 38 — yes, it's coming to that — we still recommend you pick up the copies free at a local distributor.*

*Why then have we offered subscriptions in the past? For two reasons; the first as a service for those folks who don't live near a distribution point, and two, for those folks who always seem to get to a distribution point after all the copies have been taken.*

## □TWO IN THE SAME MONTH

A couple of years ago I answered one of the Classy Classifieds about crewing on a boat going to Mexico. The guy I called said his boat had been filled up for two weeks and that I should have called earlier.

Some time later there was an ad just for the boat I was looking for. But you guessed it, it was sold two weeks before.

In both cases cheap bastards who got their *Latitude 38*'s for nothing on the first of the month beat me, a subscriber, out.

I can never remember seeing a complaint about this problem in *Letters*. Or do they just get thrown in the 'circular file'?

In case you're still reading this, I have a solution; mail the magazine out on the first of the month and hold back on the freebies until the 15th. How simple! Then when Charlie Cheapstake calls Cathy Turnbuckle he'll find that she's already on her way to Mexico. You'll get new subscriptions and will then want to send a T-shirt to:

P.S. — The photo enclosed is of a 61-lb. sturgeon I caught from the S-2 7.0 pictured in the background.

Willard Woodbury  
Suisun, CA

*Willard — We're not sure you are going to believe this, but we've*

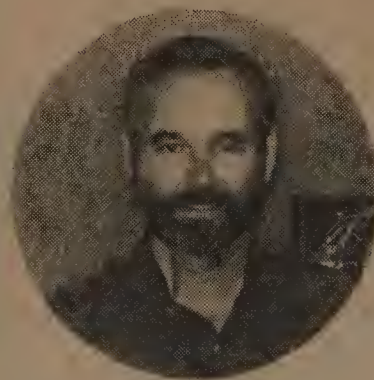
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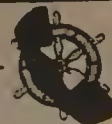
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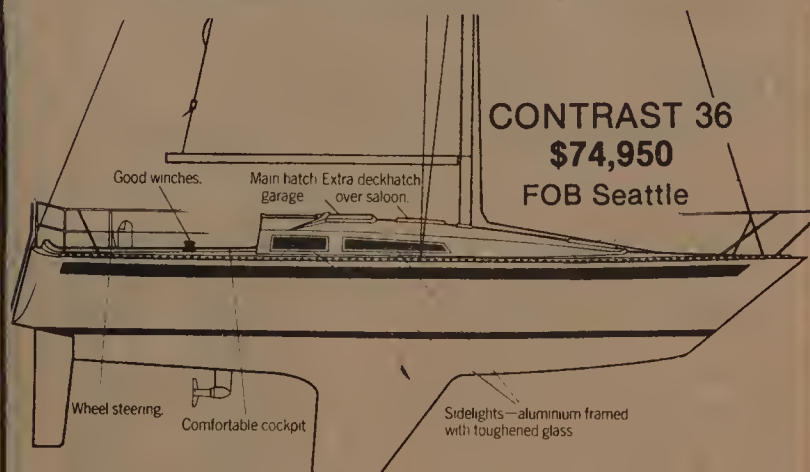
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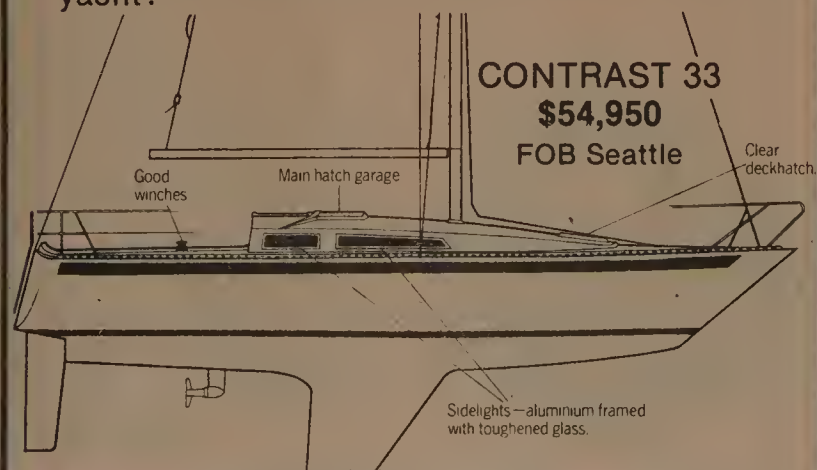
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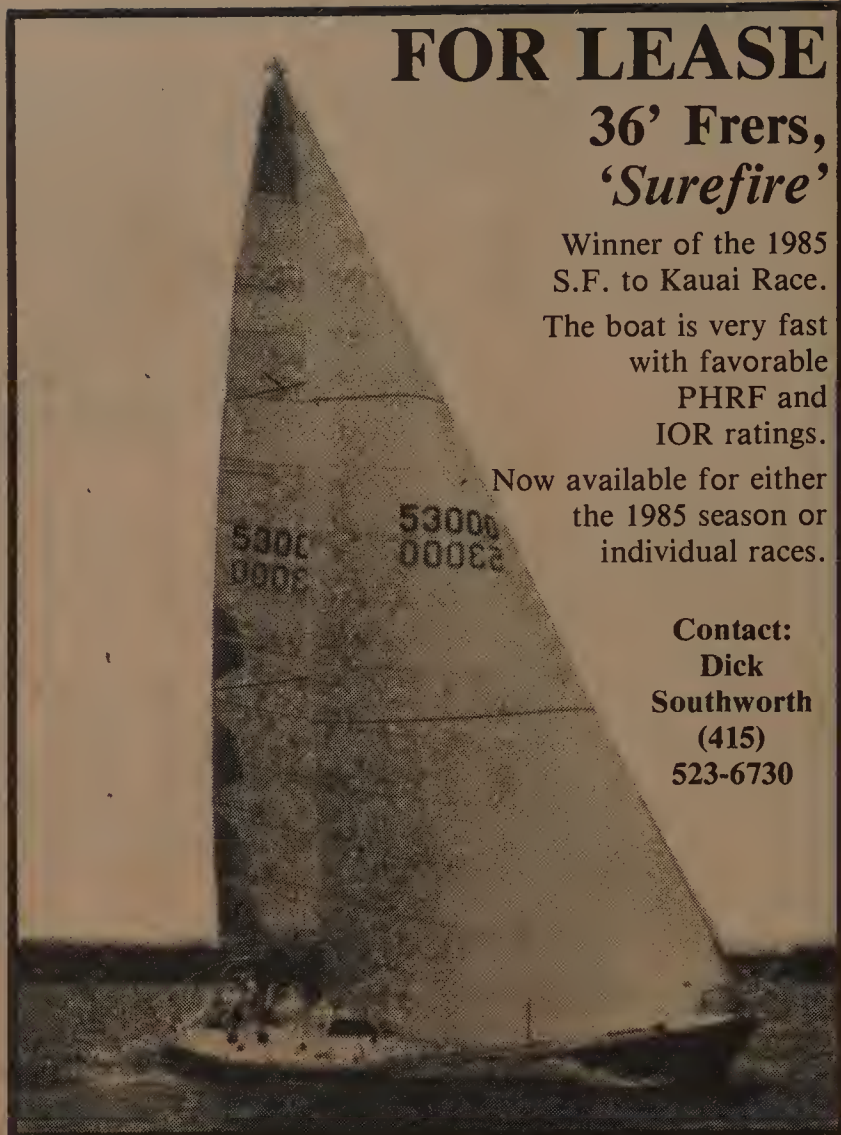
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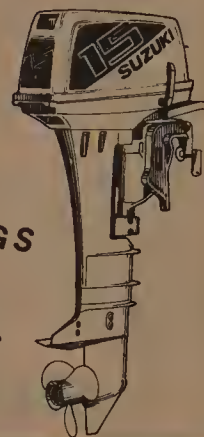
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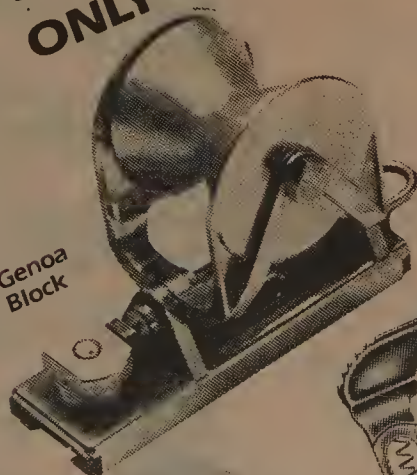
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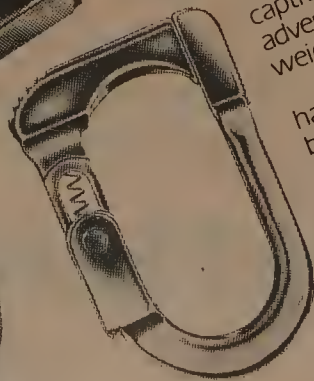
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# LETTERS

only gotten two complaints on this matter over all the years. The other is printed above.

We sympathize with the misfortune it has caused you, but at this juncture we're not going to be able to do anything about it. Holding back the magazines is simply not an acceptable solution; we struggle to be as current as possible and aren't about to give that up.

An option a lot of magazines go for is to mail out the subs by second class bulk rate rather than third class. The problem here is that half of the issues printed must then be sent to 'subscribers', which drastically reduces the circulation of those magazines. Less circulation means fewer advertisers, fewer stories, and less classifieds to respond to. Our system isn't perfect, but we believe it's the best alternative available to us now.

We hope you wear a large, 'cause your T-shirt is in the mail.

## □ HULL CARE

When I was scrounging free copies of *Latitude 38* from chandleries, it seemed pushy to ask any more of you. But now that I have one of those \$500/year subscriptions, I am no longer shy. Here's the first of a thousand requests.

Would you give a quick run-through of what constitutes appropriate care of a fiberglass hull? I've asked a hundred people at a dozen chandleries, and gotten a hundred answers.

I wonder if waxing necessary, and why? Does it or anything else like it make the boat go faster?

What is "fairing" the hull? If it is in fact sanding, why would anyone want to do it? Certainly I can't stand a smoother surface than the present gel coat.

Is there anything I should do to preserve the deck surfaces, where I don't want it slippery? Does Penetrol do that, and does it discolor?

Does sun age fiberglass, as I've been told? My chandlery catalog lists among its hull care products a) wax, b) polymer polish, c) silicone polish, and d) a "lusterizing" Poly System1 Wondercoat. Is any one of these better than any other? Wax seems the hardest to apply and the shortest-lived — is it worth it?

I'd like to see a full-length article on the matter, but right now spring is here and I'm hoping for some quick answers. Don't ask Max Ebb; much as I love her, I need something I can understand. I'm day-sailing on lakes, so I don't need to know about the whole saltwater nightmare.

Thanks for the best sailing mag in the world. Please don't stop the knots-per-hour debate; I don't think I can live without it now. Have you considered holding a symposium on the subject, and renting the Cow Palace?

Jack Rawlins  
Chico

Jack — Let us start with an easy one; Max Ebb is not a woman. You must be thinking of Lee Helm.

'Fairing' a hull indeed means sanding it and filling it and sanding it and sanding it and sanding it. You may not be able to get a fairer surface on your hull, but lots of people — make that racers — can and spend lots of money to do just that. Rudders and keels are also faired to make them symmetrical, which they often aren't. Unless you're a hot shot racer, don't worry about fairing.

Does sun 'age' fiberglass? We're not so sure about that, but we do know it creates havoc with gel coats. The darker the gel coat and the brighter the sun, the greater the havoc. We're not in a position to evaluate the different hull care products, but they will help protect your gel coat in much the way similar products protect a car's finish. The products are especially helpful if you're inclined to frequently wash your boat with harsh soaps, detergents or teak cleaner.

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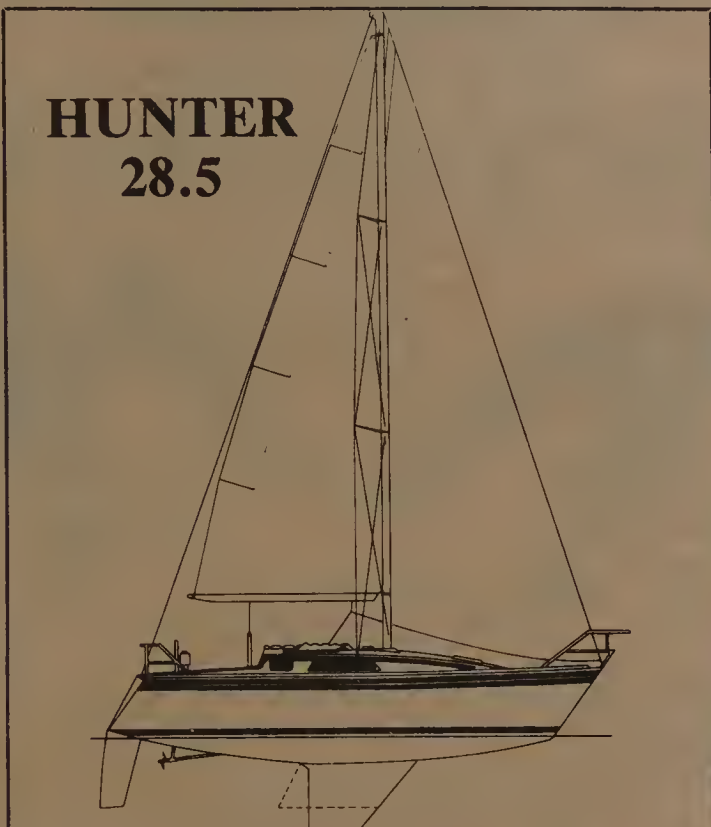
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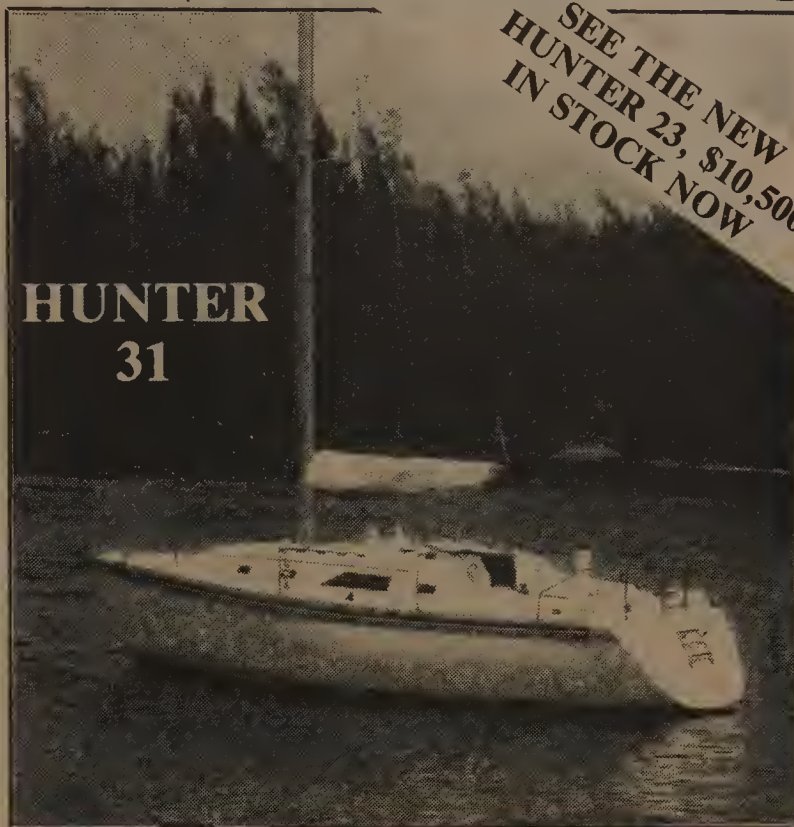


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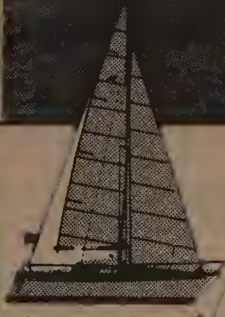
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# LETTERS

*The sad news is that all any of these things will do is postpone the discoloring of a gel coat. If you really want a fine finish, you've got to get your boat sprayed with linear polyurethane. It will make your boat look great, and it wears far better than any gel coat ever did.*

## □TWELVE QUESTIONS

Thanks for the Crew List. Though I'm last on the list, it is a well-known fact that the dregs of the barrel are more potent than the rest. I look forward to some good racing as a result of the list.

I read with dismay about the thought to charge \$12.50 entry into the Race Week races. If someone is intrepid and creative enough to cast off the shackles of this nauseating society and be on the water cruising, they deserve an entry into the race. I will gladly sponsor two boats for the entry fees. It is unfortunate we could not have known earlier, and perhaps others could have joined me in sponsorships.

There are many facets to cruising one can usually only learn from experience. Though there are a few books on the subject, they inevitably are one or two people's opinion. Another skipper and I, who both intend extensive cruising, would like to get some input from present and past cruisers on various questions regarding cruising. Perhaps those who wish to respond can answer each question in one to ten words and when you receive a number of responses you could publish them all at one time. Is that possible?

The questions are:

- 1) What is the best cooking fuel, keeping in mind availability and ease of cooking?
- 2) What is the best method of cabin heating?
- 3) What are the most *valuable* bartering items? (i.e., low expense for results received.)
- 4) What are the most commonly wanted barter items?
- 5) What is the best method of navigation on foreign coasts and at sea for the destitute cruiser? (RDF, sextant, Loran, etc.)
- 6) Most workable source of 12V? (Wind, trolling generator, solar panel, gas generator, exercise machine, etc.?)
- 7) Most common health problem? (The other skipper is a nurse!)
- 8) Easiest and cheapest foods to get?
- 9) Hardest and most expensive foods to get?
- 10) Sources of income in foreign ports?
- 11) Most accepted currency? (Obviously, based on areas.)
- 12) Easiest way to get currency? (Credit card, travelers check, gold or silver, telegram, etc.)

Andrew R. Fleisher  
Cupertino

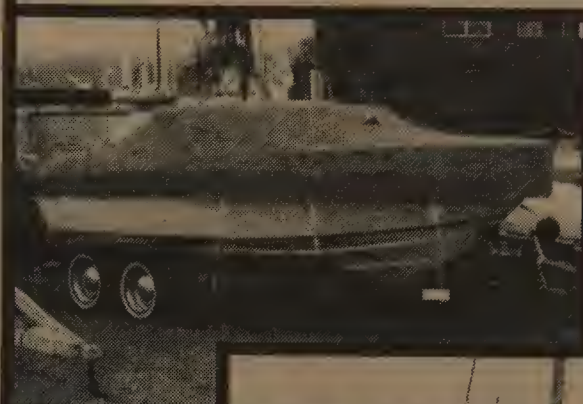
*Andrew — If you don't mind, we'll take a crack at those questions, and if any cruisers disagree with us, we'll let them have their say.*

*1) Propane is the easiest fuel to cook with and find. The drawback is that it's heavier than air and can blow you and your boat to smithereens.*

*2) There is no best way of cabin heating; each method has plenty of pros and cons depending on a huge variety of variables.*

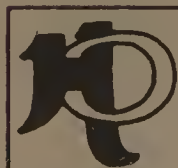
*3,4) Bartering is a very fluid form of exchange, and the value of the same item varies tremendously all over the world. A couple of skin mags that might bring you ten lobsters in Turtle Bay won't get you the time of day in England.*

*5) There is no best. Sextants tend not to break but aren't worth much in cloudy conditions. Lorans give constant accurate readouts, but the system only covers a small part of the world. SatNav covers the whole world, but doesn't give constant positions. Many people like radar, but it requires lots of juice and an experienced interpreter. Naturally lorans, SatNavs, and radar are all subject to breakdowns. RDF's are the first choice of the really weird.*



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27'	Ericson	22,000
28'	Santana	24,900 *
29'	Buccaneer	26,500 *
29'	Columbia	19,500
29'	Ericson (2)	24,900 *
30'	Columbia (2)	25,000
30'	Cal	26,500
30'	Ericson (3)	25,000 *
30'	Islander (2)	23,000
30'	Bodega	32,000
30'	Lancer (2)	23,900 *
30'	Catalina (3)	33,500 *
30'	Laguna	Offers *
31'	Cheoy Lee	31,000
31'	Dufour	48,900 *
32'	Pearson 323	50,000
32'	Islander (2)	29,950
32'	Aries	45,000
33'	Cheoy Lee Clipper	47,000 *
33'	Hunter	38,900 *
34'	Hunter	45,000 *
34'	Cal (2)	34,500 *
34'	True North	62,000 *
34'	Wylie	59,000
34'	Islander	49,950
35'	Ericson	44,900
35'	Columbia	57,000
35'	Mariner	47,500
35'	Cheoy Lee	65,000
36'	Islander (3)	58,500
36'	Cheoy Lee Clipper	73,000
36'	Hunter	59,500 *
36'	Cheoy Lee Luders	69,000
36'	J/Boat reduced	106,000
37'	Ranger	60,000
37'	Tayana	91,500
37'	Endeavor	75,500
37'	Gulfstar	80,000
37'	Island Trader	63,000
38'	Morgan	79,000
39'	Cavaller reduced	47,500
40'	Olson	180,000
40'	Cheoy Lee (2)	67,000
41'	Alden Pilothouse	65,000
41'	Islander Freeport	112,000
41'	Morgan OI (2)	Offers
41'	CT	65,000
42'	Golden Wave	145,000
42'	Excalibur	Offers
42'	Westail (2)	109,000
42'	U.S. Yacht M/S	99,500
43'	Holcomb Schooner	71,950
43'	Gulfstar reduced	110,000
43'	Cheoy Lee M/S	185,000
44'	LaFitte	195,000
45'	Vanderstadt	69,000
45'	Explorer	114,500
46'	IOR Pegasus	125,000
47'	Gulfstar (2)	160,000
48'	CT	179,000
48'	Mapleleaf	194,000 *
49'	Transpac	163,000
50'	Cheoy Lee OS	150,000
52'	Cheoy Lee M/S	279,000
54'	Hunter, anxious	99,000 *
55'	Custom	119,500
	Jomar/Roberts	119,500

## SAIL-A-WAY NEW

36'	Cheoy Lee Perry	79,500
38'	Cheoy Lee/Pedrick	112,000 *
41'	Cheoy Lee/Pedrick	114,950
43'	Cheoy Lee M/S	171,000
47'	Cheoy Lee/Pedrick	149,500
52'	Cheoy Lee M/S	299,000
53'	Cheoy Lee M/S	314,000
53'	Cheoy Lee/Pedrick	385,000
63'	Cheoy Lee M/S	549,000
44'	Horizon by G. Frers	164,000 *

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# LETTERS

6) All the sources of 12V power work when set up properly, so it's pretty much personal preference.

7) The biggest health problems are being plugged up or being unplugged.

8) Fish.

9) The hardest and most expensive foods are going to depend on where you are, and will be inversely proportional to how common they are in that locale. For example, bananas are expensive in Alaska while TV dinners are dear in the Tuamotus. Stuff like caviar and champagne is hard to get — and therefore expensive — in places like Easter or Pitcairn Islands.

10) Wherever there are cruising boats, you can make decent money if you're a whiz-bang mechanic.

11) U.S. dollars will get you started almost anywhere in the world.

12) VISA or American Express seem to offer the best services worldwide for getting currency.

We hope we've answered well, and will be glad to print differing opinions from other readers.

## ☐ PEOPLE WHO DON'T RESPECT THE ENVIRONMENT

The litter bugs are at it again. At about 1530 on March 18 while sailing on the east side of Angel Island we observed an Islander 36 sailing along with its crew throwing aluminum cans overboard.

We hailed them and requested they stop throwing their cans into the Bay. They turned their backs to us and continued on.

It seems we still have to put up with people who do not respect the environment. I bet they are the same types that throw garbage out of their cars, too. How much education must the government have to make available before people catch on that the environment really counts?

The only thing I can think of is that the captain of that Islander 36 was too drunk to control his crew and/or passengers — and therefore is a menace to the waterways, environment, his crew, his passengers and himself.

I would appreciate comments from you and other readers how we boaters can put a stop to these undesirable habits.

M. Fielder  
Oakland

M. — We think you're going to have to start with more education. We know of many people who consider themselves sensitive to the environment who think that while it may not be perfect behavior, it is nonetheless acceptable behavior to throw torn up aluminum cans into the drink. The idea is that it's better to have them rapidly decompose in salt water than remain intact as part of Berkeley's bay fill or end up on the sand of some harbor in Mexico. Based on the example of these folks, we ourselves have chucked more than a few cans into the ocean depths.

We've even heard some advocate that breaking glass bottles into the Bay or ocean is also acceptable, although we've never quite followed that argument.

We'd be delighted if someone took the time to delineate the 'rules' for what may and may not be thrown overboard. And let's not limit the breakdown to mere cans and bottles but include organic things that decompose such as banana peels and cabbage leaves, paper towels and toilet paper. And is there a difference if it's done on the Bay or way out on the ocean?

Finally, we'd be interested in knowing if there are any statues against 'littering' Bay or ocean waters. We eagerly await replies.

## ☐ WHY WOULD YOU WANT TO DO THAT?



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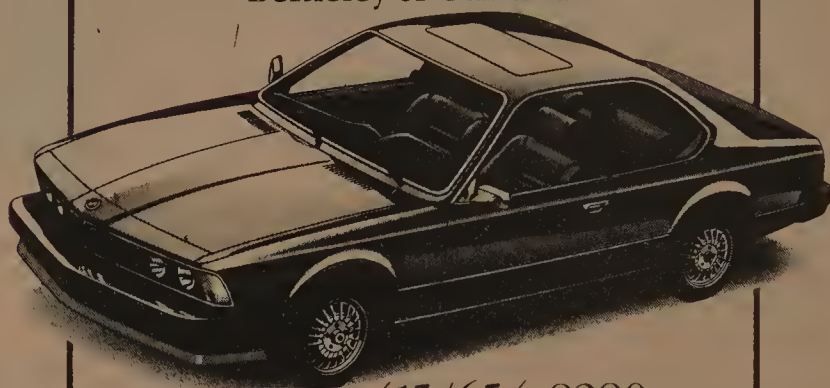
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# LETTERS

I would like to respond to the article in *Changes in Latitudes* in the March issue by JoAnne and Ken Rambo. According to their story, their dinghy probably wasn't stolen, but rather "came adrift" from the pier — whatever that means. It was returned by two locals who found it drifting.

Now why in the hell would anyone want to start a campaign to increase patrols in the area?!! That's the kind of thinking that produced the San Diego Harbor Police. How would you like to have to deal with them everywhere you go?

J. Boater  
San Diego

J. — We believe you've got an awfully good point there. Why fix it if it's not broken?

## □ EPOXY POX SOLUTION

It's true, the pox is upon us! We read with interest your exchange with Maurice Frye in the April issue of *Latitude 38*. We market a repair kit designed just for those such as Maurice, so they can repair the pesky pocks without letting go of a small fortune. Our Blister Repair Kit, which is available in the *Latitude 38* area at all ten West Marine Products Stores, contains everything needed (except maybe sandpaper, masking tape, and elbow grease) to restore a blighted gelcoat to baby bottom smoothness. And for under two hundred bucks for the kit.

A couple of warnings! Current research tells us that a ten to twelve mil coating of an unfilled 100% solids epoxy is what it takes to stop the osmosis. And you've got to get around the boatyard attitude of "haul today — splash tomorrow!" Bad blisters must be opened, the softened material cleared away, and the rest of the hull allowed adequate time to dry out. Usually a week or so down there in sunny California.

Tom Freeman and Kern Hendricks  
The Seattle Three Resins "pox posse"

In the interests of being fair, there are a number of pox repair kits on the market. Almost all chandleries carry them.

## □ FIRST CLASS AID

Elaine Buxton, RN, whose ad appeared in your April issue, prepared a custom medical kit for my boat, *Candide*. We used this kit on over 5,000 miles of offshore racing and cruising, including the Pacific Cup Race, two months cruising the Hawaiian Islands, and the return to San Francisco. Elaine's kit proved to be both medically and cost effective.

I highly recommend her services to anyone who wants professional advice on the ship's medicine chest and how to use it. She takes an enthusiastic and personal approach to solving the medical aspects of the racing/cruising equation.

Matt Morehouse  
*Candide*

## □ EFFECTIVE MEDIUM

May I offer my compliments to all *Latitude 38* personnel in publishing a great sailing magazine — and a very effective medium to advertise. I placed a small ad for, "Bubble Sextants Wanted", and the response was really surprising. I received for inspection a total of eight sextants, and in the process I talked to the finest men and women that I have had the pleasure of meeting. Your readers are obviously a premium select group.

Comment regarding *Max Ebbs Takes A Bearing*, [Volume 92, page 142]. Lee Helm's programable computer program of sixty en-



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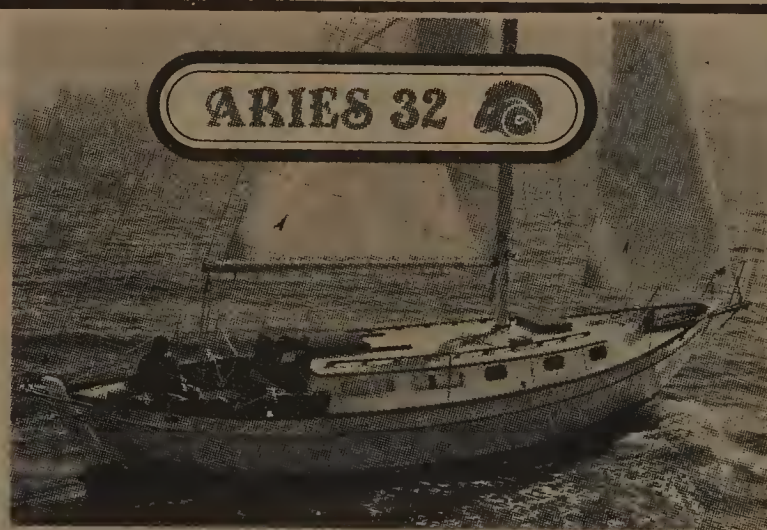
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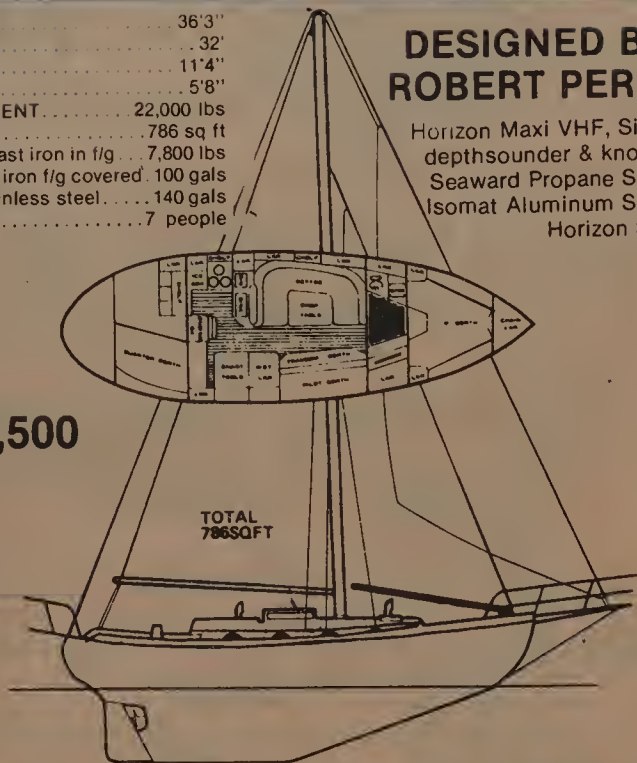


# UNION 36

L.O.A. .... 36'3"  
L.W.L. .... 32'  
BEAM .... 11'4"  
DRAFT .... 5'8"  
DISPLACEMENT .... 22,000 lbs  
SAIL AREA .... 786 sq ft  
BALLAST: cast iron in f/g .... 7,800 lbs  
FUEL: black iron f/g covered 100 gals  
WATER: stainless steel .... 140 gals  
BERTHS .... 7 people  
CUTTER

## DESIGNED BY ROBERT PERRY

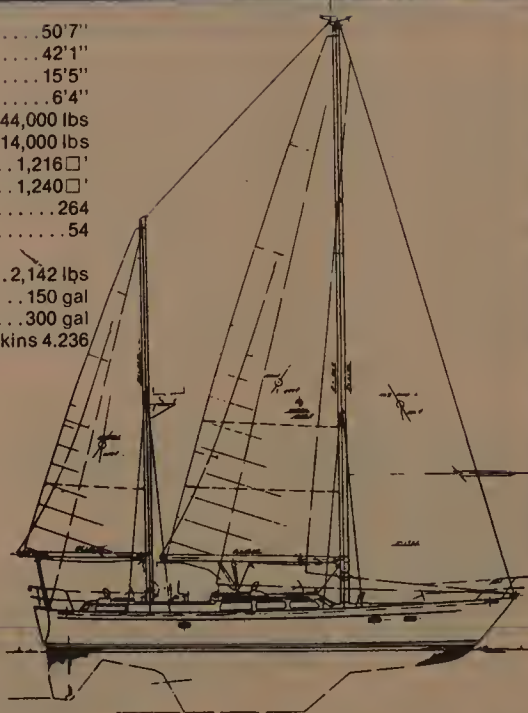
Horizon Maxi VHF, Signet  
depthsounder & knotlog,  
Seaward Propane Stove,  
Isomat Aluminum Spars,  
Horizon Sails



**\$74,500**

# TATOOSH 51

L.O.A. .... 50'7"  
L.W.L. .... 42'1"  
BEAM .... 15'5"  
DRAFT .... 6'4"  
DISPLACEMENT .... 44,000 lbs  
BALLAST .... 14,000 lbs  
SAIL AREA (cutter) .... 1,216 sq ft  
SAIL AREA (ketch) .... 1,240 sq ft  
DISPL/LENGTH .... 264  
C.P. .... 54  
LBS PER INCH  
IMMERSION .... 2,142 lbs  
FUEL TANKAGE (approx) .... 150 gal  
WATER TANKAGE (approx) .... 300 gal  
ENGINE .... Perkins 4.236



DESIGNER ... ROBERT H. PERRY



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# LETTERS

tries plus a followup with corrections for a functional program reminds me of my wives comments when she observes some of my efforts; "I think there must be a harder way," she says.

Essentially the program determines the azimuth of the sun for use in correcting the compass. Listed are simple methods of determining azimuths of any celestial body.

1. Use of a weir azimuth diagram.
2. Use of the HO 249 "Sight Reduction Tables".
3. Use of Reeds Nautical Almanac A,B,C, Tables.
4. Use of a simple electronic calculator with trig functions of sine, cosine, tangent or a sliderule with trig functions to accomplish the following arithmetic:

$$\text{Azimuth (Z)} = t - \frac{1}{\text{an}}$$

(Sine LHA)

COSINE L  $\times$  TANGENT d - SINE L  $\times$  CONSINE LHA

Or solve the navigational triangle to first get Hc and then Z.

$$H_c = \text{SINE}/-1 (\text{Cos L} \times \text{Cos d} \times \text{Cos t} \pm \text{Sin L} \times \text{Sin d})$$

$$Z = \text{SIN}/-1 (\text{Cos d} \times \text{Sin t} \pm \text{Cos Hc})$$

To convert Z to Zn, remember:

For N. LAT LHA greater than 180°, Z = Zn

N. LAT LHA less than 180°, Zn = 360° - Z

S. LAT LHA greater than 180°, Zn = 180° - Z

S. LAT LHA less than 180°, Zn = 180° + Z

As a minimum requirement it is necessary to know:

The observers Latitude or L,

The observers LHA (Local Hour Angle) or t:

The declination of the celestial body, or d.

Thanks for the many hours of enjoyable reading.

R.C. Bold  
Sacramento  
Tauri

## □ HATCHES

I believe it was your publication that did the comprehensive report on the Catalina 30 fatality of a few years ago, when Kurt Zane, a popular racing sailor, ignored weather warnings and tried to run close inshore from Half Moon Bay to San Francisco. Pilot error aside, my recollection is that when a beam wave flipped him over, the boards flew out of the companionway and the hatch stuck open. The boat filled and sank quickly.

I own a Catalina 30 myself and check the new ones out at the boat show every year. I have not seen one yet with bolts or latches to prevent a recurrence. All modern sailboats with wide, V-shaped companionways have the same problem. As soon as a board raises up an inch or so it comes completely clear of the tracks and is gone forever.

I am looking forward to your article on recreational vessel wrecks, especially if it is oriented toward learning from wrecks and practical suggestions for prevention.

Jerry O'Donnell

*Jerry — We don't recall that a loose hatchboard was a problem in the case you mention, but they have been in a number of other instances. As a result, almost all offshore racing events require that entries have some way to secure the hatchboard(s) from both inside and out and to the boat itself. If your boat doesn't come with the appropriate latch or bolt, we recommend you install one the next time you visit your little baby.*

## □ LIFE AT SEA

Beloved, admired and crazy sailors, thank you for doing sailing press the way you do. It is obvious you do enjoy the small, but privileged, critters who need the saltiness of the margin between our great

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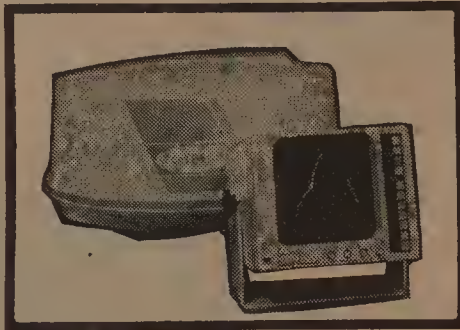
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# LETTERS

mother, the sea, and the greedy power merchants who brag about their conquest of mother nature ashore. It is so delightful to keep contact with those who sail for the love of the 'routine of life at sea', versus the money-bags mogul who fights the magic circuit of amateur racing with paid (under-the-table directly or product advertising subterfuge) crew.

Thanks for a broad view coverage of our sport (way-of-life dictated by a desperate effort to find a modicum of sanity in this M.B.A.-dictated world).

"Ho for the life of the rolling sea."

Edmund P. Halley, M.D.  
Stockton

*Edmund — It's amazing how different racers and cruisers are.*

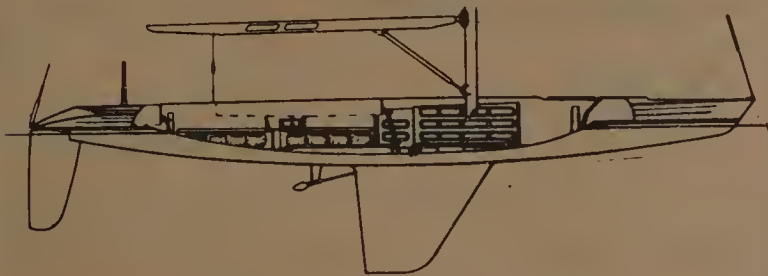
## □ SPEED UNDER SAIL

I would like to draw your attention to a recent trend in the search for speed under sail. It seems that after reducing wetted surface, the weight in structure and ballast, the next thing to pare down is freeboard.

A lot of good ideas have been developed in small boats, which when successful, have later been applied on a larger scale. Planning capacity is an example of this process.

Reduction of freeboard seems to have been first tried in 'sinker' sailboards; with less buoyancy than their load displacement they are rely on dynamic lift to keep them afloat.

The drawing herewith shows a 70-ft ocean racer with reduced



Uncomfortable at any speed?

freeboard. I think any experienced sailor will observe that there are several potential problems with this design:

- ✓ wet ride up' wind in any seaway — hatches will have to be kept closed at all times, (stuffy below).

- ✓ less headroom than usual — not suitable for family cruising.

- ✓ very little depth in the cockpit to accommodate large diameter wheel — perhaps it could be constructed like an escalator handrail.

However the advantages are clear:

- ✓ significant reduction in profile drag — wind and waves pass cleanly over the hull rather than around it.

- ✓ lower center of gravity for better stability — I would think a ULFB (ultra low freeboard boat) would need to be sailed flat like a dinghy.

Many new developments look good on paper—low sleek lines look sexy—but in practice I think low freeboard taken to an extreme is simply greed for speed at the expense of crew safety and resale value.

David Westwood  
Sausalito

*David — It seems to us like such a boat would also have a tendency to submarine in steep seas and might be inclined to throw the rig*

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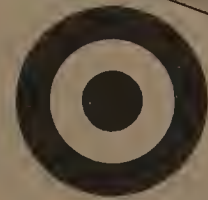
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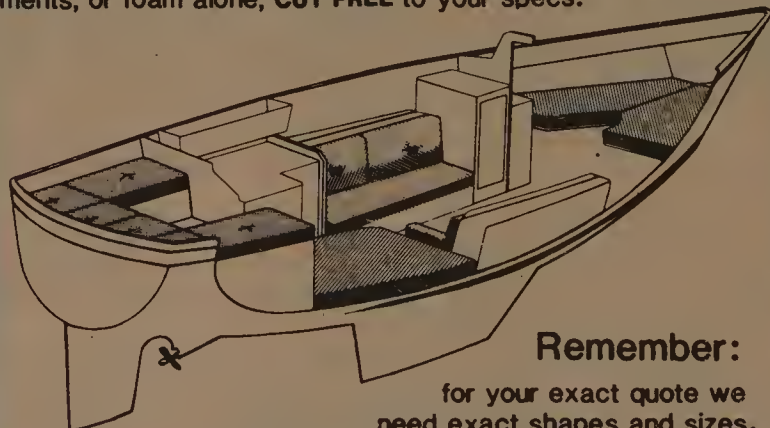
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# LETTERS

right out of the boat. This opinion is based on our vast ultralight maxi boat experience, which consists of a couple of sails on Merlin.

## □ MORE CRUISING BLUES

The first use of the term "Cruising Blues" that I'm aware of was as the title to an article by Robert Persig in *Esquire* magazine, May of 1977. Persig also wrote *Zen and the Art of Motorcycle Maintenance*.

He focused not on the everyday trials of cruising — the stopped-up head, the missing boat parts, the surly officials — but rather the endless rolling of the sea, and its effect on the psyche of a Twentieth Century "civilized" homo sapiens. The key word is "endless".

For cruisers past, present, and future, the article is well worth perusing.

Ron Hanford  
Redding

Ron — Persig is indeed the fellow who coined the phrase in that *Esquire* article. The phrase "Cruising Blues" caught on, although as you point out, completely out of whack with what Persig had been talking about.

## □ CAN'T FIND YOU

We went to Sausalito to deliver a Classy Classified to your excellent publication in person; you aren't (obviously) there. Normally your issues say that you can either mail in the ads or bring them by in person, but nowhere does it say where!

We have been living in a cabin in Wyoming for the last dozen years, with no phone, so our minds just don't think about the instant communications available. Thus we know that our problem in finding you was our problem. Still, you seem like such down home folks, one would think one could find out where you live.

Anyway, that's our excuse for not having gotten the ad by the 20th.

P.S. Bay sailing is much like Wyoming lake sailing; but neither compares with the ocean.

Michael Pierson  
Oakland

Michael — We purposely don't print the address of our production office because, frankly, we want as few people to stop by here as possible. While we are down home folks, we're down home folks who have a great big mother of a magazine to get out each month. If we get many more visitors than the current mob, we simply won't be able to make it.

For those who must know, we're long gone out of our first two Sausalito offices and now are around the corner from the 7-Eleven store on Locust in looney old Mill Valley.

## □ BETTER BOTTOMS

Your article "The Bottom Line" [Volume 93], mentions Baltic Marine's V.C. 17m (blue top). I have been using it for the last four seasons, mainly in fresh water, and have really been pleased with it. It provides a good smooth surface.

The stuff is easily applied with either a radiator roller or an airless spray gun. Preparation consists of sanding the previous bottom paints smooth, or in the case of a new boat, dewaxing and cleaning.

An initial application should consist of two coats with a follow-up of one or two coats on a seasonal basis. Five of the kilo cans would be sufficient for the initial painting of a J-24.

In reference to the Santana 35 owner who said sandpaper goes right through it, the manufacturer's instructions, specifically state that you are not to sand it.

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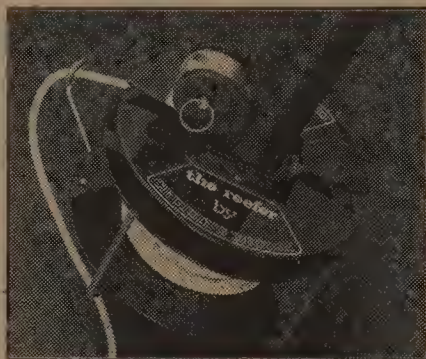
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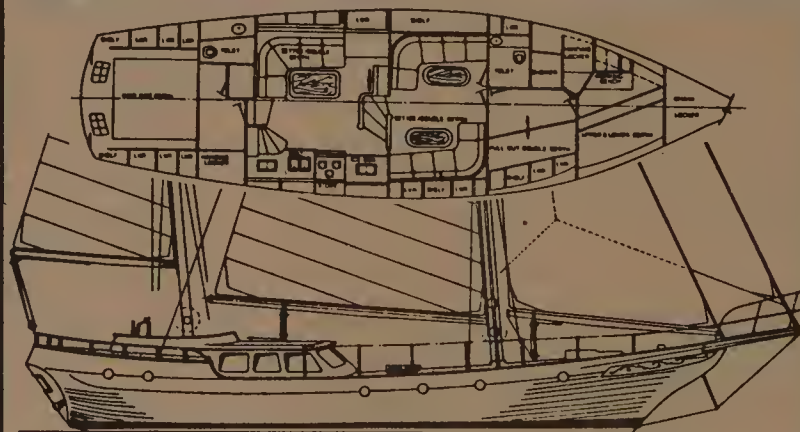
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# LETTERS

As for anti-fouling properties, I have found that the blue top is good enough for lakes (it does wonders with the infamous Clear Lake algae) and northern waters such as the North Sea. I have also used the Tropicana (yellow top) on a boat in Tomales Bay; this stuff would be more suited for San Francisco Bay than the blue top.

Seasonal maintenance consists of a monthly or prerace wipedown with a sponge. A sponge mounted on a long handle used from a tender in calm water usually does the job.

Prices of the product have become quite reasonable due to the strength of the dollar.

E. Tolman  
Monomania  
Upper Lake, CA

## □ REGARDING THE "CRUEL" RULE

Let's hear it for J.S. Cains of *Tsunami*! Being a 5'1" lightweight who likes IOR racing, I know the feeling. But I think it's important to point out that women aren't the only ones getting offed because of the crew limitation rule. There are some smaller men out there who are damned good sailors that are having trouble finding berths now — and then there are the sailors new to IOR.

Owners/crew chiefs are looking for high skill and fat content because they just can't afford to have someone on board who's a trainee or needs backup when the wind gets above 25. Damn! Just when the IOR fleet is beginning to race for fun.

Come on you smaller IOR boats — the timing is right to get back into it.!

Suzan Lorraine  
Alameda

## □ MORE FLAG WAVING

In pursuit of unverifiable trivia, I question Jane Piereth's statement that "we all know that it (the ensign) is correctly *sewn* onto the leech of the (marconi) sail."

Vessels flying the yachting or power squadron ensign may properly salute other vessels by dipping such ensign. The American ensign (flag) may *reply* to a salute, but is not dipped first.

Should I wish to salute another boat by dipping my yachting ensign *sewn* to the leech, I could embarrass myself with a half lowered sail.

Some years ago someone told me the name of the cringle (everything on a boat has a name) in the leech of a masthead main used for hoisting (and dipping) the ensign. Does anyone out there know? Someone should develop a Sailors Trivia game.

Ken Renwick  
Orinda

## □ RECOMMENDED READING

Hopefully, I'll be sailing the Society Islands this summer with my brother and his friends on the boat *Driftwood*. Could you please recommend books on cruising Tahiti — or any literature that you feel would be helpful. I will only be there a few weeks or as long as money allows.

Denise Cambon  
Redding

*Denise — Although it doesn't deal specifically with sailing, we suggest the South Pacific Handbook by David Stanley. It's \$12.95 and published by Moon Publications. Don't expect any color photographs, travel brochures are better designed for that kind of drooling. You might also want to take a look at Earl Hinz' Landfalls of Paradise and Fred Boehme's A Cruising Guide to French Polynesia, about \$40 and \$25 respectively. Perhaps our readers can help out*

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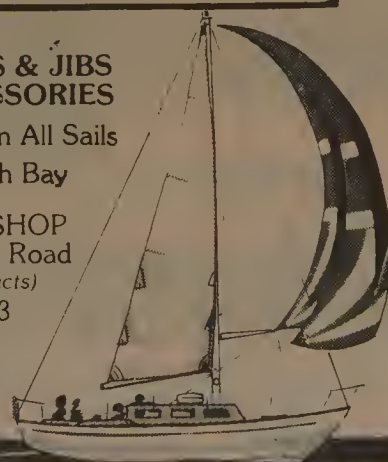
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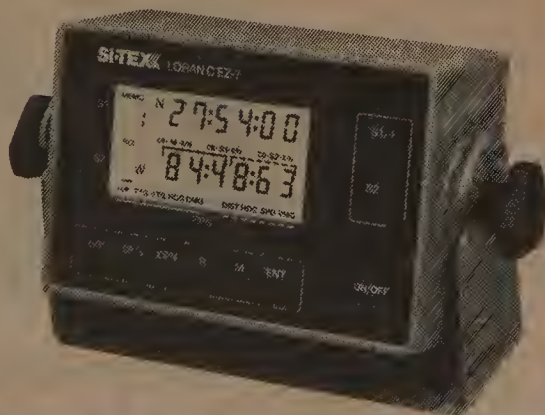
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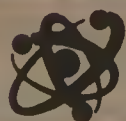
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# LETTERS

with other recommendations.

## □FORCING THE ISSUE

I would like to start a multilog (sort of like a dialogue, but with more than two people involved) regarding a matter of far greater importance than the 'knots/knots per hour' controversy.

I have been informed by a very reliable source—at least as reliable as those supplying our government with 'intelligence'—that it's very important to modify one's engine if one sails into the southern hemisphere so the spark plugs won't fall out!

Everyone is aware of the phenomenon of water going down a drain or toilet in a counter clockwise direction in this hemisphere and a clockwise direction in the southern hemisphere. My reliable source informs me the same force acts to tighten spark plugs in the northern hemisphere and loosen them in the southern hemisphere. And the further south one sails, the stronger the force is on those plugs.

What's the solution? I've been told that all skippers planning to take their boats to the southern hemisphere should have their engines rebored for left handed threaded spark plugs at a machine shop somewhere close to the equator. And needless to say, the conscientious skipper will have the engine rebored once again when returning to the northern hemisphere.

It's said the process is extremely important for skippers whose boats have diesel engines.

I would welcome other readers' comments on the subject, particularly those who have cruised into the southern hemisphere.

G.U. Libel  
To The Winds  
San Francisco Bay

*G.U. — Why go to all the trouble of reboring the engine and locating hard-to-get left hand threaded plugs? Instead, just retrofit with the new 'snap-in' plugs guaranteed not to fall out — even at either pole!*

*By the way, that's not the only 'opposite' in the southern hemisphere. The 'force' also has political implications. For example, revolutionaries crossing the equator into the southern hemisphere suddenly become counter-revolutionaries. Strange, isn't it?*

## □ONE BANGER

In Colorado we don't have much access to sailing information. I was fortunate enough last year to get a copy of your magazine and through it located my new boat, a 25-foot Pacific Seacraft.

The reason for this letter is that I need you to help me find a Yanmar diesel dealer. Our boat has an 8 hp one banger YSM8 engine, and I would like to have some source for obtaining necessary spare parts. Specifically, I'd like to have another waterpump impeller.

David Oberwoger  
Grand Junction, CO

*David — If you'd been reading the magazine a little closer you'd know that Hawthorne Engine Systems in San Diego is the distributor. Call them at 800-647-3241 for the location of your nearest dealer.*

## □NOTHING INHERENTLY WRONG WITH SWEDISH STUFF

I couldn't help but reply to the gentleman with the complaint about Volvo parts [March, page 7]. In that I work almost exclusively with Volvo Penta marine engines and parts, I think I have a worthwhile perspective on the matter.

Yes, the price for the starter motor in question is no less than \$500. As a matter of fact it is \$514.96. But one must realize a number of things which contribute to this price. First of all it is

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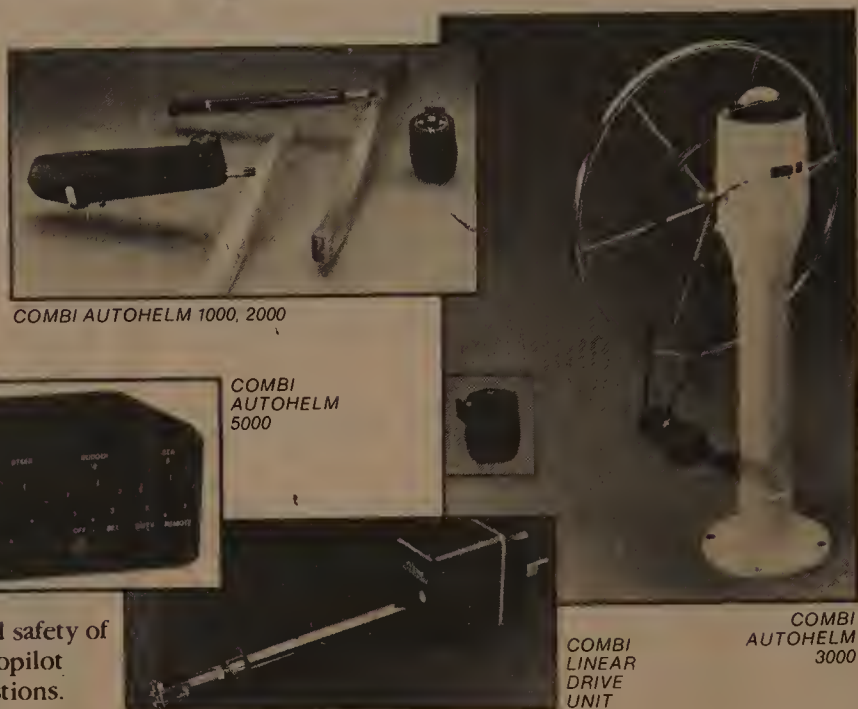
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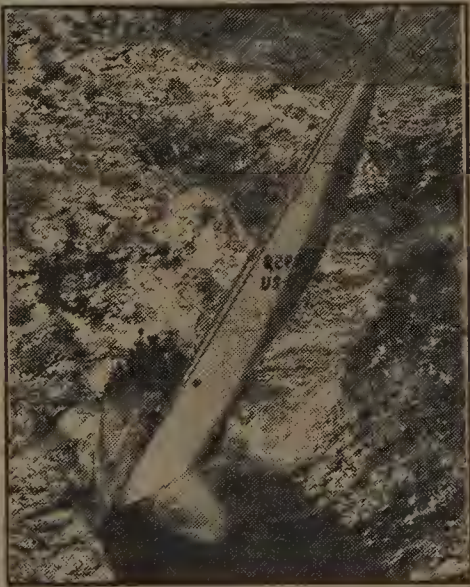
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# LETTERS

manufactured by Robert Bosch of Germany, not Volvo Penta. It is regrettable that in these modern times of a world economy "our" governments must impose duties on free trade, but they do. Therefore Mr. Amberson has paid a fair piece of change to the government of his native Sweden, and to that of what I assume to be his adopted country, the US of A.

Another important consideration is that this starter motor is not intended for use on a Dodge Dart, Volkswagen, Datsun, or any other phenomenally mass-produced product. The starter motor turns in the opposite direction of most starters, and includes special seals to prevent the ignition of any combustible vapors. There are only about 20,000 MD 3B's and their successor, the MD17 C in existence. Although the starter motor is used in some other marine applications, one gets the idea that production is simply not in the millions of units. It is a basic manufacturing principle that as more units are produced, the price per unit goes down. The impression that Volvo Penta and their representatives are ripping anyone off is unfounded and unfair.

The reply that perhaps the starter could have been repaired is well taken. It is quite rare that the complete starter must be replaced, and as the pages of this magazine attest, the Mexican capacity for improvisational repair is near legendary.

As I do not wish to appear to be on a crusade, and I am sympathetic to Mr. Amberson's problems, I would like to make some suggestions that might help with this water pump impeller problem. Water pump impellers do not fail every three months without good reason. The complaint is indicative of some problem with the pump itself, the cooling system installation, the manner in which the impeller is being replaced, the operation of the engine, or the cleanliness of the water being pumped. Although not all the possibilities, here are a few:

- ✓ Are there any remains of old impellers left in the ports?
- ✓ Are there any signs of scoring or excessive wear to the metal components or the pump?
- ✓ Has the shaft or bushing worn to such an extent that the shaft "wobbles"?
- ✓ Is the cooling system installation such that the pump must pull against an excessive vacuum? (Such as elevated strainers, kinked hoses, barnacles enjoying life in the water intake, etc.)
- ✓ Was the impeller coated with the right kind of grease, or any grease for that matter, when installed? This is very important and often overlooked. Many greases will react with the neoprene impeller, causing it to swell, bind in the housing and then fall apart. A similar problem results if one uses the engine to discharge oily bilge water. Is there any time that the pump is allowed to run dry? This would cause the impeller to become hot and therefore disintegrate.

Mr. Amberson, please don't slight the product. There isn't anything inherently wrong with Swedish stuff (No small admission from someone of Danish extraction!), and we certainly aren't out to rip you off. I hope that your engine troubles are behind you and that you may enjoy the reliable long life that the Volvo engine was designed and manufactured to provide.

As of the publication of our new price book this month, the price of the starter has dropped to \$449.19. Not much consolation to the man who bought one last year, but the point being that there is a desire to make the price structure as fair as possible.

Darrel R. Eskelund  
Alameda

## □ MORE ON THE VOLVO PENTA

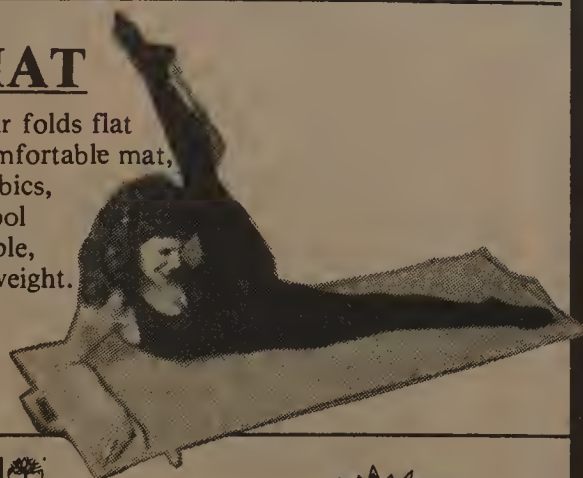
In answer to Kent Amberson and the editor regarding the price of diesel engine starter motors:

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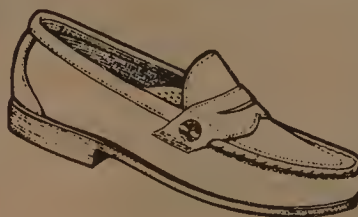
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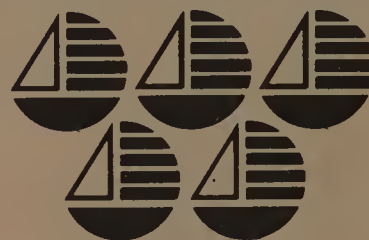
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# LETTERS

The compression of a diesel engine such as Yanmar or Volvo is 2-3 times that of a gasoline automobile engine, thus the starter motors must be heavier duty to provide the torque to turn them over, thus making them more expensive. The biggest factors are probably the volume in which these starters are built versus those of the automobile industry. Also due to this difference in volume, the handling and overhead costs are much higher than for automobile parts. In addition, the import duties on parts such as starters and alternators are high due to lobbying by the parts rebuilding industry in the U.S. I would suggest owners consider having the existing starter rebuilt, as this usually runs less than \$200 at most any reputable shop.

Regarding replacing the water pump impeller every three months, this is not normal on any marine engine, Volvo or otherwise. I would suggest an investigation into the installation of the engine as to whether the plumbing is routed correctly and whether or not there is an intake water strainer in the system. There are only six basic things that will make an impeller fail: 1) excessive heat, generally due to lack of water which lubricates and cools the impeller, 2) excessive sand and silt in the system causing wear from abrasion, 3) defective pump bearings causing the impeller to ride improperly in the housing, 4) leaking pump seals which will allow oil from the crankcase into the pump damaging the neoprene rubber of the impeller, 5) a scored surface inside the housing or on the cam, or 6) forming the impeller blades in the wrong direction when installing the pump.

I hope that this might help to inform and educate Mr. Amberson as well as others of your readers.

Gene E. O'Riley  
Voyager Marine  
Alviso

## ☐ MOST DESTRUCTIVE ANIMAL?

I have never before written a letter to a newspaper but now I think its time I did.

The Friends of the Sea Otter and the Fish and Wildlife Service must have their heads so far up their rectums that they can't see daylight.

The sea otter is the most destructive animal ever to befoul the face of the earth. They devastate the bottom of the ocean with their appetites (up to 20 lbs. per animal per day). They have denuded approximately 125 miles of coastline from Monterey to Pismo Beach of any and all shellfish, virtually destroying the abalone and crab fisheries in that area.

Now the Fish and Wildlife Service and the Friends of the Sea Otter want to move these "sewer rats of the sea" to San Nicholas Island and take even more productive lobster, crab and abalone and sea urchin territory away.

These people think they're "cute". Well, I'm sure Kevin Cooper was a cute baby, too. Just because they're "cute" does not make it right to sacrifice dozens of species for the benefit of one.

The Friends of the Sea Otter will say, "But they were here before we were." That's true, but things were different then. Before man came along, the sea otter and the abalone were in balance. If there were too many abalones they would starve to death because of over population. And the sea otter served as a natural predator to keep the population down. Things were in balance.

Then the Russians came along and removed the sea otter. The abalone proliferated to the point where they were overcrowded. That lasted from the middle 1800's to the 1950's. Then the abalone industry really got going and brought the population of abalones down to the danger level. Then the red sea urchin moved in. Now the red sea urchin is being removed. If sea otters are re-introduced they will

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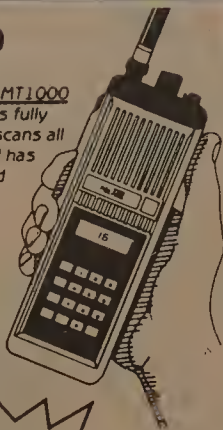


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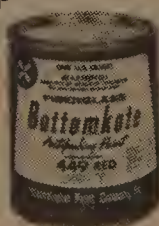
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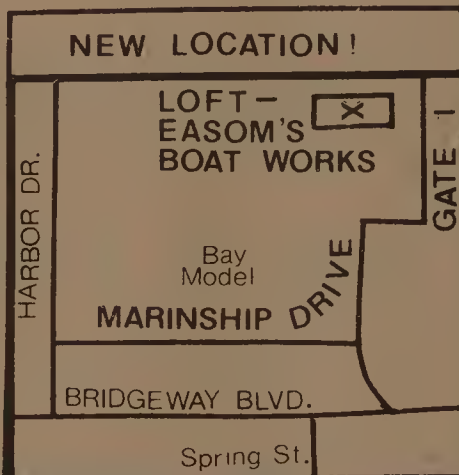
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# LETTERS

consume everything and possibly cause several species of shellfish to become extinct.

The reality of the situation is that man had damn well better take care of his environment and his food species.

The Friends of the Sea Otter want to see sea otters flourish once again, but they want those making their living off the sea and the sea itself to pay the price.

Marc Rosuts  
Ventura

## □ TIRED OF TERRORISTS

After a thorough examination of the navigation rules I can find nothing in them that gives racers the right-of-way over non-racers. I think what started as a courtesy to racers has evolved into what racers now consider to be their right. The navigation rules are just that: rules. There is no "we're racing" rule.

I'm damn tired of being terrorized and having my guests' day ruined by an inconsiderate racer who thinks it good fun to barrel down on an unsuspecting boat and then after missing you by just feet, call out: "We're racing."

With half the sailboat owners having no knowledge of the rules that apply when meeting another sailboat (and there are only three rules!), it seems outrageous that these boat jocks consider themselves exempt from the rules. Maybe its because many of them are retired Navy and have spent their careers totally disregarding the navigation rules, or that they are simply rich playboys who figure the rules and the people who abide by them are beneath them. I say the hell with them. The rules say that the burdened vessel is "to take early and substantial action to keep well clear." Let racers use the navigation rules as strategy to win races and not to show how daring they are by driving stupidly and illegally.

And as for the racers' neophyte anchoring techniques, see Midura's letter in the April issue, do like they do in San Diego — cut their anchor line! It's amazing how fast they get the message.

Lee Vinson  
Richmond

Lee — You are absolutely right that there is nothing in the rules of the road that gives racers rights over non-racers. And we think racers, ourselves included, are going to have to realize it's incumbent upon ourselves not to terrorize non-racers — or to suffer the consequences.

The fact is that the Bay is becoming more and more crowded all the time. As an example, on the wonderfully warm 13th of April, the doublehanded racers were heading out toward the Farallones, the Solings were competing on the Cityfront, the Women's Racing Association had their fleet going in Berkeley, the Colin Archer boats were criss-crossing most of the Bay, and the San Francisco YC's Resin Regatta had a fleet of about 100 operating off of Knox.

Given this amount of activity, there were plenty of cases where racers came close to non-racers. Those racers who took the "Get the fuck out of the way, we're racing!" approach, have only brought closer the day when the Coast Guard is going to start cracking down. Those who courteously requested a clear path and expressed their appreciation when it was given, certainly helped postpone that day of reckoning.

Why don't we all be a little reasonable? If we're just cruising the Bay and see a racing boat on a close course, why don't we recognize how much effort is being put into the effort and give them room to do their best? And if we're racing, let's let the "just sailing" boats know we see them and will avoid them without scaring them out of their wits. What could be simpler?

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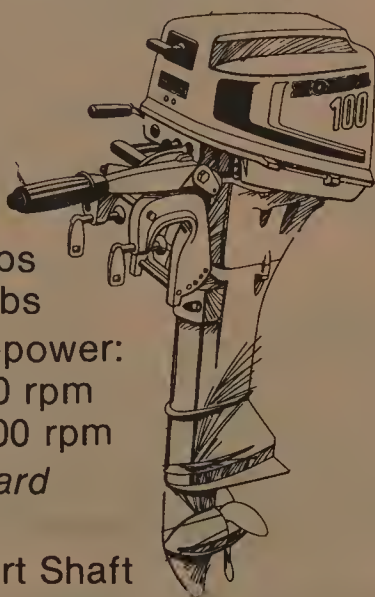
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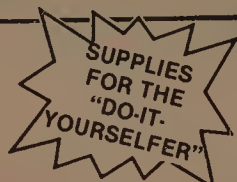
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# LETTERS

But Lee, this notion of cutting anchor lines is just not going to fly. We know the frustration you feel, for we have often wanted to sell our soul for a brief use of a flame thrower. But for both your immediate and long term health, we think you'd be a lot better off having a stiff drink and then anchoring elsewhere. Don't look at it as backing down from a fight, look at it as moving to a better neighborhood.

## □NOT BAD FOR NO SEX

Not enough thanks can be given to the Mexican government and Navy for their hospitality at Sea of Cortez Race Week. Also to Alberto and Brett of NAO Yachts in La Paz for throwing this gig and helping me get to Isla Partida. And of course Victor, Mario, et al at the beer tent at Partida. And Steve, Michelle and Iris Ott on *Olive Oyl* for shelter, food and water for me, Alfredo, El Stupido, who arrived pretty unprepared. And *Latitude 38*, for another of the best times I've ever had in my life without sex. I have a thousand stories and mounds of advice for anyone who would like to 'rough it', cold turkey, next year, on a low budget!

I am seriously considering a charter boat loaded with some of my musician friends for guaranteed entertainment on the beach next year. At any rate, I will be there and hope to see you all. It was a thrill to again see many of the good friends I have made at the first Sea of Cortez Race Week.

Salute!

Alfred Riggs  
San Francisco

Alfred — We were pleasantly surprised to see how many of the same people and boats made it to the second Race Week as the first. Maybe as many as one-third.

## □HERE'S WHERE

I have just been informed of an inquiry in your Letters column about where to find copies of *Origins of Sea Terms*. I write with authority on this subject, as I wrote the book.

Anchorage Marine has it in at their Harbor Drive store in Sausalito.

Books Inc. has it in their San Francisco store on California St. and may have it at their San Mateo store.

You were correct in stating that Mystic Seaport Museum is the publisher. Their address is Mystic, CT 06355. The price is \$15 plus tax and postage of \$1.50.

John G. Rogers  
San Francisco

## □TWENTY POUNDS OF PREVENTION

Having gone through the experience of losing a boat at sea and spending some time in a liferaft, I have a few thoughts to offer.

When I realized I could not control the fire, I was no longer able to go below because of the flames and smoke. If I had had two large 10-pound extinguishers, I would not have lost my boat and had to get in the raft.

Once in the raft, I discovered that the bottom was just a single layer of rubber. This became damp and took on the temperature of the ocean. A good air mattress would have kept a layer of insulation between our bodies and the wet rubber floor. An air mattress can be packed into the life raft.

Robert Penfield  
Hawaii

A clipping from the January 9 Honolulu Advertiser indicates that Robert and another man and a woman spent 14 hours in a liferaft off

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# LETTERS

Upolu Pont of the Big Island. The three took to the raft after having to abandon Robert's 33-ft Geatana, which they had been sailing from Hilo to Honolulu when a fire broke out in the galley. All three were rescued in good condition after their EPIRB transmitter signal was picked up by the Coast Guard.

Incidentally, most liferafts are available with either a single or double bottom.

## □NOT OK KORALLE

I have your address courtesy of the San Francisco Chamber of Commerce. My wife and I are planning to come to the Bay Area next January through May; she on a postdoctoral fellowship in nursing at UCSF and I on a sabbatical leave.

We are seriously thinking of bringing our sailboat, a 12-ft Koralle. We're intermediate level sailors (I've done a good bit of lake sailing on E-Scows, but we're virtually without tide-water sailing experience). So we're open to any and all sorts of advice on sailing out there.

For example, what might be safe for us and what would not; what clubs or marinas might be accessible for persons in our 'visiting' status; how conducive is January to May weather for sailing; and, whether or not there is an organized Koralle group around.

Robert Schultz  
Denver, Colo.

Robert — If we were in your snowshoes, we'd leave the Koralle in Denver. We're not familiar with the boat, but it doesn't sound large enough for the kind of weather you should expect on the Bay.

Once you get here we'd recommend you do one of two things. First, if you like racing, go down to the docks on the days of Mid-winter races and see if you can't get on as crew. Boats are always short of crew. Secondly, you can just start dialing some names in the crew lists that were just published in Latitude 38.

From one of those two sources, as well as asking around the UCSF, we're sure you'll be able to get some rides on larger boats more suitable for the Bay.

And while January through May sailing may have some poor days, there will be plenty that are ideal for sailing.

## □TOUGH QUESTION

I have been reading your magazine for over three years and you have helped increase my sailing knowledge greatly. I'm planning to cruise to Mexico in about a year and so I'm learning Spanish, electronics and navigation right now. This leads me to a question I cannot answer through my library or by asking my sailing friends.

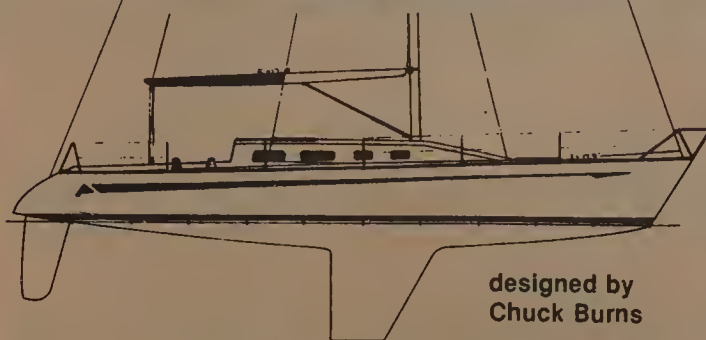
Using my sextant and my calculations, I get a latitude of around 38 11 to 38 20. But I'm sure my house is nearer 38 50. Do you know if my being at 6,242 feet above sea level would cause this discrepancy? I've looked in every navigation book I own and even reread the section of *The Incredible Voyage* by Tristan Jones to see if he would mention the problem while sailing on Lake Titicaca. But to no avail.

So I'd still like to know whether being at this high an altitude is throwing my latitude off or if I could be making some other mistake.

P.S. I chartered a boat on the Bay recently and learned a lot about fog. Being a music teacher, I noticed that small boats produced a note as a fog signal while the larger boats used a chord. Perhaps this system could be carried further. A C-chord for a tanker, an F-chord for a freighter, and a frightening A minor diminished chord for something so big you just have to get out of its way!

Armer Phelps  
South Lake Tahoe

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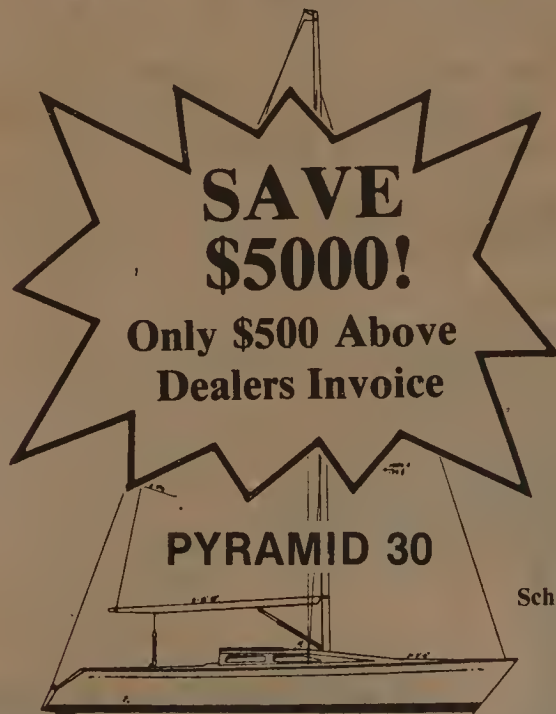
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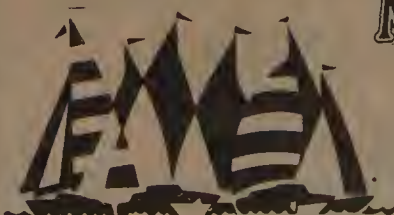
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# LETTERS

Armer — We weren't able to answer your celestial question and, in fact, several other experts weren't so sure of the answer themselves. But Peter Jowise, after taking some time to contemplate the question, says that no, the altitude shouldn't be the problem. He's got your number, however, and will be contacting you to see if he can't get it all straightened out.

## □CHIEF JUSTICE LAUPER

Your response [March, page 59] regarding the letter "Bill of Wrongs & Rights" is, to be kind, humorlessly pathetic. You seem to complain that the notoriously liberal U.S. Supreme Court is not liberal enough to prevent "except on probable cause", searches for likely stashes of illegal drugs. I would like to point out to you that the millions of the mafia, et al, are doing quite well without your criticism of the "Coasties" as you so cutely put it.

If you and Art really want something about which to whine your immature complaints — leave this country in any direction and live in any other and you will find out about blind and dead justice!! It's an imperfect world!!

A.B. Anderson  
Alameda

A.B. — We obviously didn't express ourselves very well, because you misunderstood us completely. We don't think what's done in the courts is too liberal or too conservative, it's just completely beside the point. As such we feel they've broken the social contract and are unworthy of support by the citizens they claim to serve.

While Rome burned Nero played the fiddle, and while shrouded in the gloom of the Dark Ages monks quibbled over how many angels can dance on the head of a pin. And now? Hell we've got U.S. citizens murdering each other once every 22 minutes, a far greater clip than ever inflicted by the Viet Cong. We've got women who can't move about big cities, day or night, without having to fear for their safety. As for dope busts, heck the last two times boats were caught full of weed on the Bay the owners got off free and we citizens had to pick up huge tabs to get the boats refurbished. All this goes on while lawyers and judges try and outshine each other with their irrelevant brilliance. And the crazy thing is that while zillions of guilty people go free because they're given the benefit of the doubt, plenty of innocent ones still get sent to the slammer anyway. Ours is more than an imperfect system; it's broken. What we really need is some new blood and a fresh outlook on the weary system of American justice. Appointing Cyndi Lauper to a higher court, for example, certainly would be an improvement over just another lawyer from the same old mold. Besides, it's 1985, not 1777.

What's all this have to do with the Coasties? It's just our way of saying they can search our boat any time they want as long as they bring the beer. And what the heck, they can search our car, office and 'castle' if they really want to. We got nothing to hide.

## □THE TROUBLE WITH WOMEN

In the March issue you expressed amazement that someone would want an all male (or female) crew. This was in response to a letter from a female who was bumped from a crew to accomplish just that. Two pages later, while explaining some of your cute Crew List classifications, you state "the issue of sex is going to at least subtly arise in most instances where a man and a woman are involved".

I think you answered your own question! Why can't you understand that some people have spouses and children on shore who would not appreciate a co-ed crew, especially when on more than a daysail? Aren't there times even in your happy-go-lucky and naive condition when you'd rather avoid the issue of sex?

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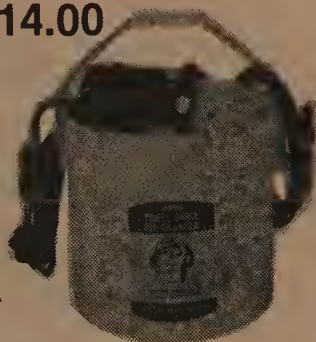
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# LETTERS

When it's party time, then party. When it's time for serious sailing, do what frees your mind and works the best.

Glenn Dorfman  
Santa Barbara

Glenn — *Just because the issue of sex arises — be it at sea or at a party — doesn't mean you have to be overcome by it. And if you feel the only way you can resist temptation is to hide from it, you're going to have to cloister yourself away in a dark closet and never venture out in the real world. It seems to us that a repressed life like that would only serve to intensify rather than diminish normal desires.*

As for our happy-go-lucky naive selves, we like to think that our wife has enough faith in our relationship not to be tormented when we sail off to Mexico with attractive young women on board. For our part, we're confident enough not to worry about the gender of the people she sees and does business with.

We still feel that women are wonderful people, make terrific crew, and are great fun to be around. So if you're throwing some off your boat, just send them our way, we'd be delighted to sign them on.

## ❑ BLISTERING ATTACK

I was surprised that your February issue article on Page 93, "It's An Outrage" by Sherwin Williams, didn't get a response in your March issue.

So I would like to introduce to those who haven't met, osmotic blistering, gel coat blisters or boat pox. These have all existed for as long as boats have been built of fiberglass. Moisture does penetrate the gel coat, and into the voids that were formed in building. Leaching material from the gel coat causes pockets of highly concentrated solution. This continues until there is a blister, which don't restrict themselves in size or location.

The hull pictured on page 93 of the February issue, had a good share of them. After sanding the hull, the owner apparently filled them with epoxy filler (I hope). After sanding smooth, he will then be ready for his barrier coat and the bottom paint.

I think that he is doing great.

Frank Drake  
Palo Alto

Frank — *Actually we did get a response from the owner of the boat in the picture in time for the March issue. We waited a month to print it however, partly because of a shortage of editorial space and partly to let everybody's blood pressure have time to rise.*

Maurice Fry, who owns the boat, explained what was really happening on page 124 of the April issue. He did do a great job.

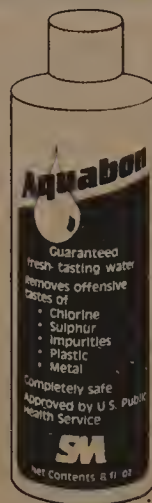
If it's any consolation for us being such dirty guys, we're having a minor case of the same problem taken care of on the Olson 30 we're chartering.

Incidentally, we thought everybody would realize the original story was a spoof because of the name Sherwin Williams; a paint manufacturer.

## ❑ EITHER IT'S IT, OR ITS IT. NEVER ITS.

Please keep *Latitude 38* coming to our house. It will be forwarded to us as we start cruising south this summer to enjoy the warm water and balmy breezes of Southern California before it's time to head on down to Mexico.

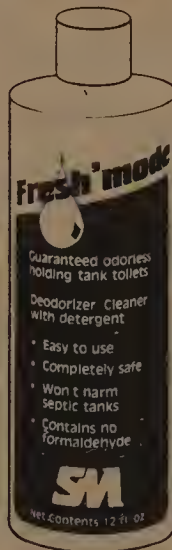
I have been meaning to write you to correct you on 'it's' and 'its'. It's very simple. You use the apostrophe when you say "it is" or "it's" for short. The possessive pronouns "his", "hers" and "its" do not require the apostrophe. Any time you're in doubt, substitute "it is" for "it's" and see if it makes sense. If it doesn't, leave out the apostrophe.



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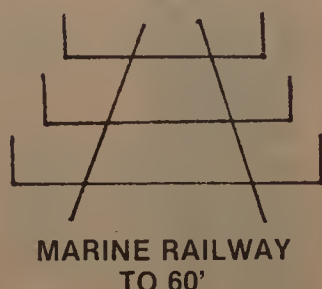
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# LETTERS

Anyway, you have a great magazine. I always read it straight through and never mind the "it's".

Marilyn Masnaghetti  
Los Gatos

Marilyn — We sure appreciate your taking the time to help us, god knows we need it. While we know you wouldn't have been able to tell from reading the mag, we really do know when to use "its" and when to use "it's". But like a lot of people, just because we know right from wrong doesn't mean we always do what we're supposed to.

Have a good trip down south, wear you're going won't require that you where as many clothes as your used to. Once you get their were sure that people will open there hearts to ewe.

## □ I SAIL, THEREFORE I AM

Nathaniel Bowditch, like the mariners of his day, used the word knot in three ways, namely:

1. As a measure of the segment of a logline.
2. As a measure of distance in nautical miles.
3. As a measure of velocity in nautical miles per hour.

As a measure of distance, knot was used in the expression "knots per hour", as well as alone, as in the expression "the distance run was 10 knots".

For instance, in the examples you photocopied from the 1821 edition of Bowditch we find the first two usages noted, while in his journal written in 1796 while in Manila, Bowditch uses knots to denote velocity when he describes the sailing characteristics of the local double outrigger canoes thusly, "By this means they kept the boat always upright and makes (sic) her sail fast, in a good breeze going 5 or 6 knots."

Mariners of old thought primarily in terms of distance run, not velocity, and in many cases when talking about distance and velocity they were sloppy. This is evident in the photocopied examples from *The New American Practical Navigator* where Bowditch equates distance to velocity in knots per hour and miles per hour when explaining how to set up proportions to correct for glass and logline calibrations that do not match the standard calibrations used to directly read ship's velocity.

The reason for the three different usages of the word knot stems from the way mariners navigated. The ship's speed was determined by using the chip log. The number of segments, or knots, of the logline that ran out in a specified time gave a direct measure of the ship's velocity. The number of knots, and fractions of knots called fathoms, were counted and recorded in the logbook. They were then entered into the traverse table, being used one for one if the log was heaved every hour, and being multiplied by two if the log was heaved every two hours. At this point the numbers became distances and were used in working out the ship's DR position.

Then, in the latter part of the 19th century, with the advent of steam, the increase in use of mechanical logs and engine revolution counters, and the gradual disappearance of chip logs and traverse tables, the use of the word knot began changing. The aspect of distance began dropping from use, until today the switch to velocity only is complete, at least for those who flow with the currents of culture. So if you do use *knots per hour*, don't be surprised if your rigidity might displease the followers of Wittgenstein and Descartes.

Finally, you are confused about distance, velocity, and acceleration when you comment in the April issue, "But we got some bad news for you 'knots refers to acceleration only' folks . . ." You seem not to have grasped the fact that we are "knots refers to velocity only folks", and you are "knots refers to distance 'olks".

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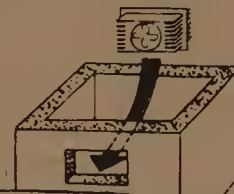
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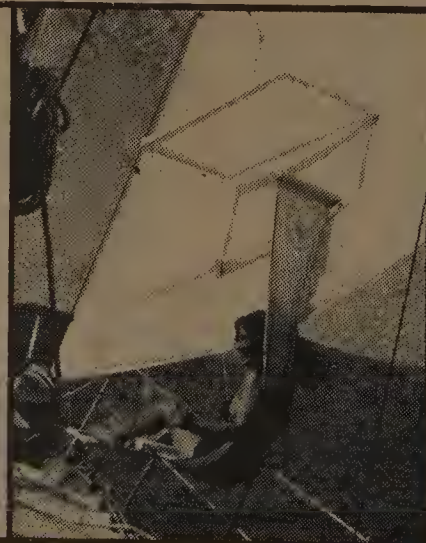
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# LETTERS

To keep everybody happy, it might really be fun if *Latitude 38* started the pendulum swinging back to the triple use of knots. For openers you could manufacture and sell chip logs and sand glasses. And you could ask your advertisers who sell knot meters to call them knot per hour meters, and those who sell distance logs to call them knot logs. Why with industry's present sophistication it would even be easy for manufacturers to produce instruments with selectable labeling so we could choose that usage which best suits the flow of our being at any particular moment. How about it?

Ed Laak  
Palo Alto

*Ed — This gets more fun all the time. Just for kicks, let's go back to the year 1898 aboard the iron-hulled full-rigged three masted British bark, Cromartyshire, a month out of Dunkirk. Having just been rammed in a thick fog sixty miles south of Nova Scotia's Sable Island, this is what the bark's Captain Henderson writes in the ship's log.*

*"On July 4 at 5:00 a.m. dense fog; position of ship sixty miles south of Sable Island; ship by wind on the port tack heading about WNW, though under reduced canvas going about four or five knots an hour. Our foghorn was being kept going regularly every minute. At that time I heard a steamer's whistle on our weather side or port beam, which seemed to be nearing fast. We blew horn and were answered by steamer's whistle, when all of the sudden she loomed through the fog on our port bow and crashed into us going at terrific speed."*

Now Ed, if you and everyone else would like to continue to cling to the contention that real sailors never say 'knots per hour', that's jolly fine with us. What else can we do but stand back in awe of your determination to tenaciously stick with a belief at all costs. Nor is it going to do to claim that nobody talks or writes like that anymore. For proof there's *Abandon Ship* by Hal Butler published in 1974 by the Henry Regnery Co. We quote from page 119: "Obviously the French liner *La Bourgogne* had been proceeding through the fog at seventeen or eighteen knots per hour . . ."

Special thanks to Fred Feldman of sunny, sub-tropical Key Largo, Florida for sending along evidence that, as he says, "some well versed sea dogs used knots per hour in their logs". For those of you who are curious, the collision that July 4 between *La Bourgogne* and *Cromartyshire* turned into one of the biggest maritime disasters ever. *La Bourgogne*, one of the stars of the French Line and carrying 725 people, sank a short time later as a result of the collision.

## ❑ OOPS!

*Latitude 38* has goofed again. The Cal 29 on page 116 volume 94 is not flying a flag, but a pennant.

The "homeward-bound" pennant is traditionally flown by boats returning to their home port after being at sea. The length of the pennant is determined by a formula of the following: one foot of length for every day the boat was gone. By the size of the pennant, I would say that the Cal 29 has been at sea for some time.

Phil Gardner  
Alameda

*Latitude 38 welcomes all letters on topics of interest to sailors. Our intention is to print all letters received, although we do edit for clarity, brevity and libel. Please sign your name; if there is good reason we'll be happy to withhold it from publication. Addresses and phone numbers are helpful if there are questions. Our address is Box 1678, Sausalito, CA 94965.*

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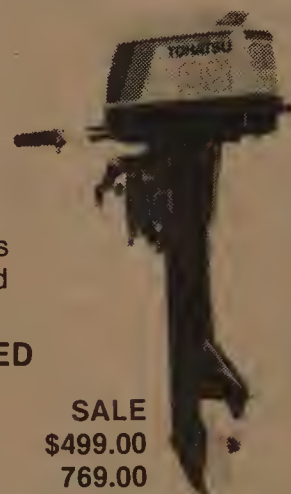


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# LOOSE LIPS

Make my sandwich ham on rye . . .

If you mention sandwich construction to us, we tend to think of lettuce, mayo and ham between two slices of rye bread. Those who design and build boats, however, imagine different ingredients. We found out about a few of them on April 4th at a conference in Union City on "Composite Basics/Practical Sandwich Structures."

Andrew Marshall of Walnut Creek led the session, sponsored by Orcon, a producer of high tech hull, deck and sailcloth material. Marshall has been in the composite business for over 30 years, and offered some hard won advice to those present, including half a dozen of the Bay Area's best yacht designers. Perhaps his best line of the day: "When someone tells me about how strong their composite material is, I often think of what my parents told me before I went to college. Whatever people say about sex, they warned me, is probably a lie."

Briefly, composite building involves gluing two skin materials on either side of a strong, light core, the net strength of which is greater than a solid structure of the same width. Cores can be made of balsa wood, specially treated paper or aluminum arranged in a honeycomb pattern, or foams such as Airex or Divinycell. Skins are made of aluminum, fiberglass, Kevlar or carbon fibers. Each of these materials, of course, has its own unique strengths and weaknesses. Kevlar, for example, resists puncturing and dampens vibration, while carbon fiber is incredibly strong for its weight. Engineering which material and exactly how much of it should go where in a hull or deck is still one of the great mysteries to be solved by designers and builders.

For the yacht designers and naval architects present, the seminar opened their eyes to some new information. "I didn't realize there were so many different resins," said Chuck Burns, who has designed composite boats in both wood and synthetic materials. "Our suppliers never told us about all of them!" Marshall also pointed out that not all resins work as effectively as others, a problem which adds another layer of complexity to the problem. With that in mind, another designer jokingly commented that he would think twice about going sailing again on a fiberglass boat!

For those of us who dropped out of chemistry in the 12th grade, the day was filled with some pretty exotic terms. Words like "frangibility" and "friability" were totally foreign. And then there were expressions like "minimizing the creep load" and the "wedge test." Needless to say, much of the day's discussion went over our heads.

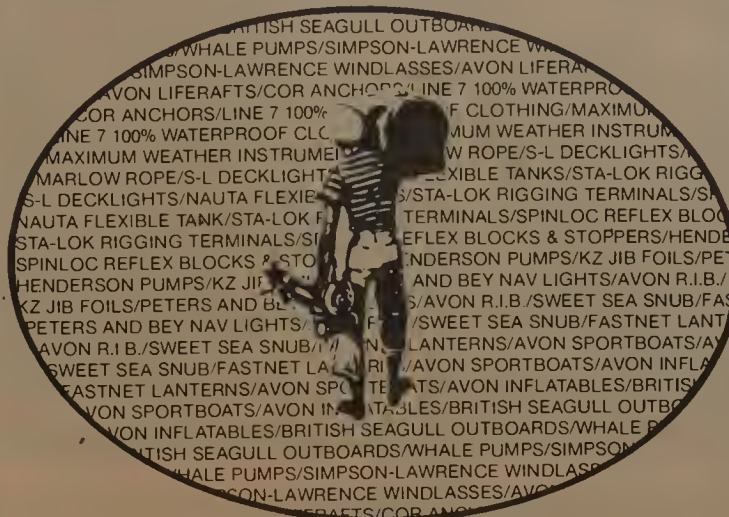
We did, however, jot down some recommendations that Marshall made to improve the building of a composite hulled boat. They were: 1) use vinylester resin rather than polyester. The former is more expensive, but well worth it; 2) use unidirectional fiberglass strands for areas where you need extra strength rather than woven cloth, which crimps the threads as they cross over one another. Unidirectional glass also prevents creep, or stretch, when the hull is placed under load; 3) use a vacuum bag to firmly glue your core to the skin; 4) post curing your boat, which means putting it under 150 degree heat for a couple of days, will make the resin set more firmly and add to the boat's stiffness.

As for us, the best composite sandwich we've ever heard of was peanut butter and jelly between two pieces of raisin bread. To each his own.

Over the rainbow . . .

Rich Tate's letter in the April issue (Volume 94, page 63) drew several inquiries about the computer program that allows you to receive weather facsimile charts with a personal computer. As we understand it, you need a Radio Shack 64 K Extended BASIC Color Computer and a general coverage shortwave receiver. You also

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# LOOSE LIPS

need the software program to link the two pieces of hardware. This documentation can be found in the February issue of *Rainbow* magazine on page 42.

To get a copy of this issue, send a check for \$7.45 (to cover the cost of the magazine and shipping) to *Rainbow*, P.O. Box 385, Prospect, Kentucky 40059. You can also order by credit card if you call (502) 228-4492. Make sure you order the February issue!

And while we're on the subject of computer programs, Tim Grady writes from Tennessee that he's converted Max Ebb's program (*Volume 92, February 1985*) for finding the magnetic bearing of the sun to PASCAL. No, that's not french for BASIC, but it is a language that your MS-DOS computer will understand. Tim says if you send him a blank disk at 2729 Memorial Drive, Clarksville, TN 37043, he'll make you a copy. If there's a bug in it, though, don't call us. Call him at (615) 358-9968.

## Ask the doctor . . .

We've been remiss for the past couple of months by not running the boating related medical questions and answers we promised to deliver. Part of the problem was figuring out in which section to present this material, but that's not the important issue. Below are two letters from readers with specific medical questions and responses by Dr. Dickie Hill, a Navy doctor stationed at Mare Island, Vallejo, and a cruising sailor himself. We welcome more questions that you may have. Address your letters to Dr. Hill, c/o Latitude 38, Box 1678, Sausalito, Ca. 94966.

Dr. Hill,

*I have some questions regarding the "First Aid Kit for Cruisers" and similar articles. It has been my experience that doctors refuse to provide prescription drugs for medical kits and in particular morphine sulfate. I have had several kidney stone occurrences over the past 30 years and would like to carry morphine when away from civilization. I have had E.M.T. training and much experience with the treatment for my condition. Any suggestions? My experience is that no non-narcotic drug will kill the pain.*

Jim Frisken

Your question is not an easy one to answer. Morphine sulfate is widely used in the management of kidney stones. It not only relieves the pain but facilitates the passage of the stone. Your history of these recurrent renal calculi and the fact that cruising will remove you from a physician should constitute just reason for carrying a supply of morphine sulfate. Unfortunately, the Drug Enforcement Agency may not agree. On the other hand, I would feel comfortable and justified in dispensing medications of this nature to patients that are known to me and have documented medical problems that warrant such drugs.

If narcotics are carried aboard, they should be accompanied by prescriptions of exact amounts, dosages and indications for use. These drugs should be declared when entering foreign ports, and you should document any use of these substances in the log. The side effects, treatment of overdose and method of administration should be completely understood.

In your case, Jim, the above should be done in conjunction with your family physician.

Dr. Hill,

*I have resisted writing this in the past for fear of getting snide remarks. Maybe you'll give a serious response. Years ago, I read about a shipwrecked family whose daughter was a nurse. It seems she gave everyone seawater enemas to maintain their hydration and was credited with saving everyone's life. Will this work? If so, how long could this be done without health problems? If it does work and*



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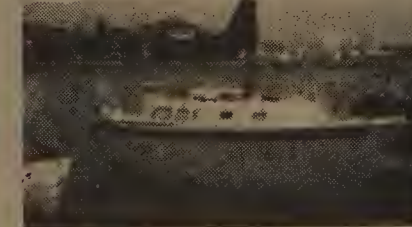
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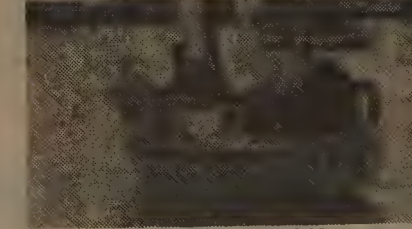
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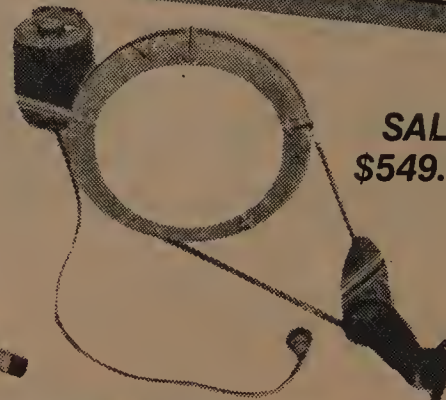
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# LOOSE LIPS

were well known, it could save a few lives.

Name withheld

You are not the only person to question the use of seawater enemas in the prevention of dehydration, and therefore potentially saving the lives of people stranded without adequate stores of fresh water. Unfortunately, it will simply not work and could very well be deleterious. Sea water is three times more concentrated than our body fluids, and if introduced into the colon via enema will draw free water from us to dilute the salt. It is much like sprinkling salt on a garden slug, which will quickly kill the animal by drawing fluid from it. This "sponge like" action of seawater has long been known, otherwise we could drink the ocean safely.

This is not only my opinion, but also that of Dr. Cummings and Dr. Moiser, both military gastroenterologists, and Dr. Little, a physiologist at UCSF. Why it worked in the example you gave I don't know. But, there are many examples of diseases being cured by snake rattles and stump water that also baffle medical experts. I would strongly discourage the use of sea water enemas.

Dr. Hill

And the winner is . . .

From the April 17th to 21st In-The-Water Boat Show at Alameda's Mariner Square, we have the winners! The following folks won hand-held VHF radios, courtesy of Owen & Co.: Paul Bridson, Greg Prussia, Kirk Muehl, John Lawrence, Steve Bertken, Barney Martin and David Fries. Congratulations, over and out.

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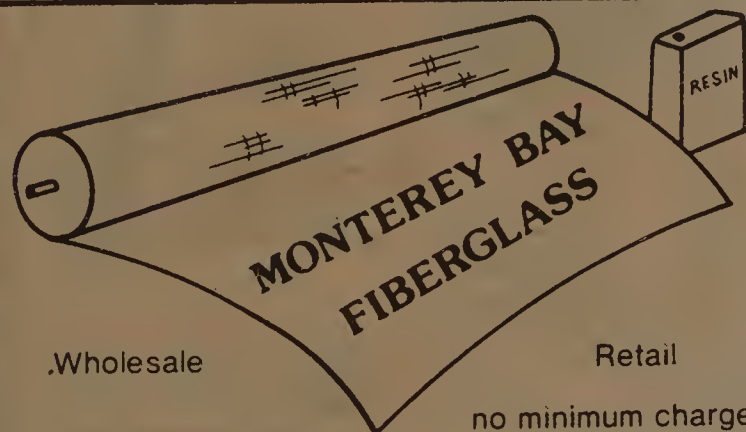


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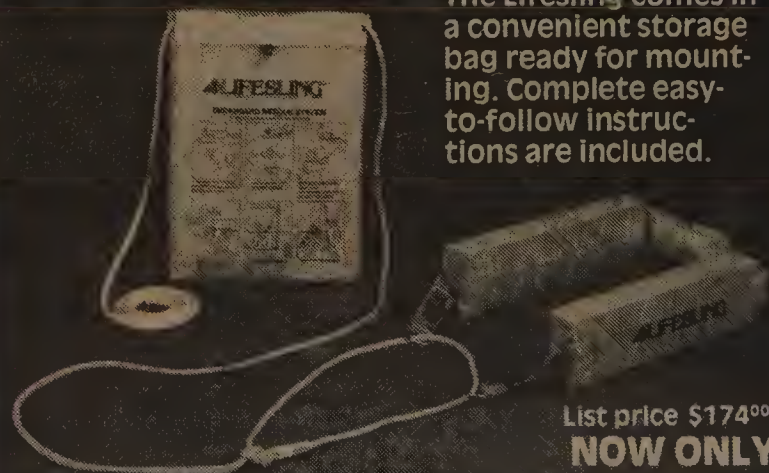
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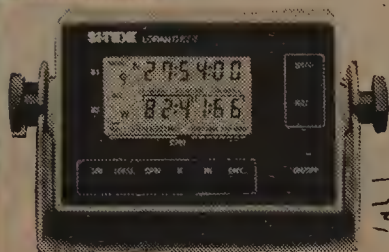
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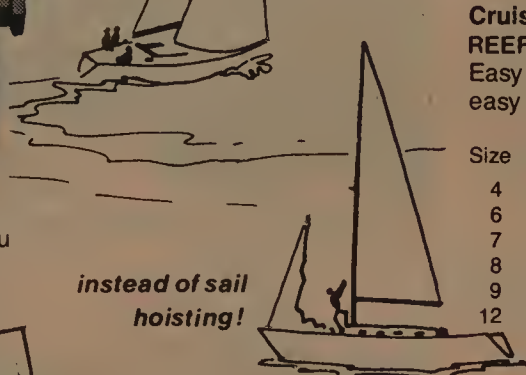
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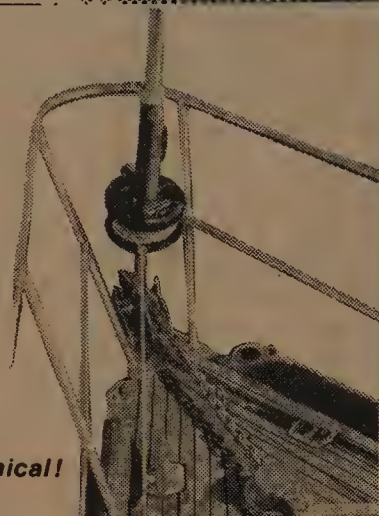
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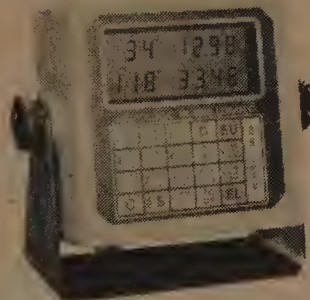
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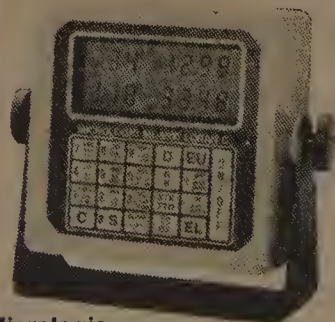
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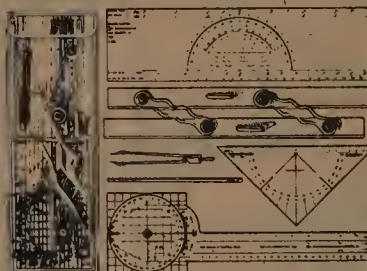
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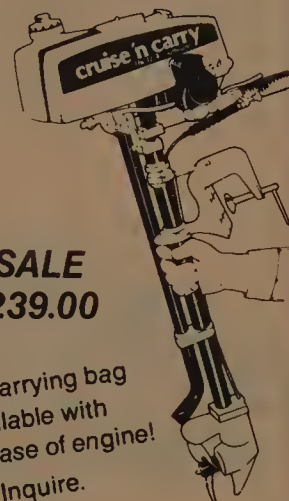
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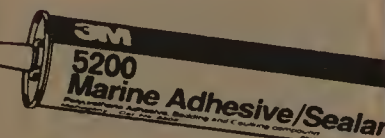
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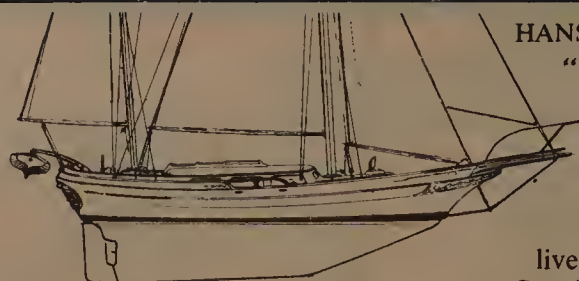
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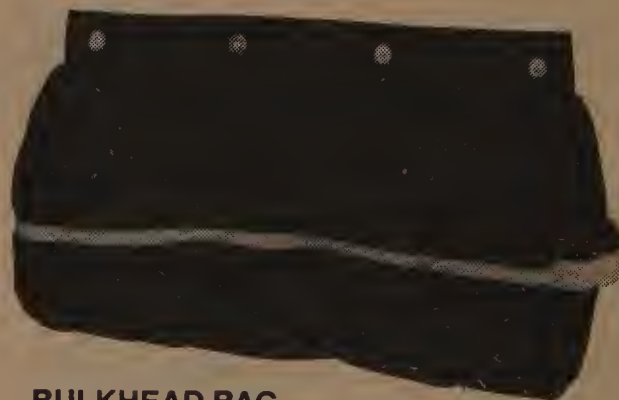
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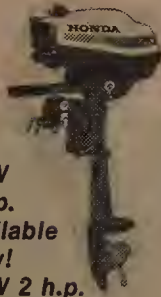


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LATITUDE 38/JOHN



## boaters—2, boats—0

The Coast Guard radio operator could have been excused if he had a flash of *deja vu* on April 7. On the surface, the circumstances surrounding the rescue of a sailor whose boat had sunk on that day sounded an awful lot like the rescue the Coasties made only one week before: a singlehander adrift in a liferaft outside the Gate whose boat had either hit or been hit by something and had sunk out from under him. How the incidents differ, especially in the area of how the two men were rescued, makes them even more interesting.

The first sinking happened to Jack Hoover, a 50-year-old Tracy sailor whose 39-foot sailboat began taking on water early on the morning of March 30 in the area of the Farallon Islands. (Although the general assumption is that Hoover's boat hit or was hit and holed by something, he was unavailable to comment.) Unable to stem the flow, he decided to abandon the boat at about 10 a.m. He launched his inflatable raft and, taking along some food, a few flares, a strobe light and an EPIRB, jumped in.

The conditions were rough—50 degree water, eight-foot swells, 30-knot winds. Hoover, wearing noninsulated clothing and foulies, was having a hard time with the cold. He used up his flares trying to signal two ships that passed, and the big swells ended up tossing much of his food supply — and eventually him — out of the raft. The prospects of spending the night adrift did not look good.

Here comes the good part. At 8 p.m., the Coasties get a call from Scott Air Force Base in Illinois. Scott reports that their computer is picking up emergency signals from a couple of satellites and the signals are originating off our coastline. (There are currently three such emergency-signal-relaying

cont'd on next sightings page

## adios to the

Environmentalists won't have the *Puerto Rican* to kick around any more—at least this half of it. This picture was taken on April 6 as the incredible hulk was being towed out of the Bay for the last time. As you read this, the pointy end of the tanker that blew up on October 31 will be somewhere in mid-Pacific. Its destination—the scrapyards in Taiwan. "From there," says a Coast Guard spokesman, "It will probably come back as Hondas and Toyotas."

The other half continues to be the object of a lot of kicking practice. As you read this, 800 to 1,000 gallons of bunker crude a day

## santa cruz

Boat show fans will want to check out the May 31st to June 2nd Santa Cruz festival, with marine displays, hot music and a bevy of boats. On view will be several of the home grown ultra lights for which Santa Cruz is known world wide, such as the Moore 24, Express 27, Olson 30 and Santa Cruz 50. New boats include the winged Moore 30, the Express 37, Olson 25 and Bill Lee's Santa



## boaters/boats — cont'd

satellites in orbit—two Russian and one American. Hoover's EPIRB signals reached Scott AFB via "one of theirs and one of ours," says a Coast Guard spokesman.) In the next few hours, the Coasties received several more reports from airliners who were also picking up the signals. At 9:44, the Coast Guard dispatched its rescue helicopter into the night. A little more than an hour later, the three-man crew spotted the reflective tape on the hood of Hoover's foulies and hoisted the tired singlehander aboard.

Roderick Wight of San Jose was the other sailor who fell from grace with the sea in April. Sometime late on Saturday, the 6th, Wight was knocked unconscious by either the boom or main halyard winch handle of his Pearson or Peterson 34, *Arrhythmia*. (Obviously, he was also unavailable for comment.) Sometime before he awoke, *Arrhythmia* hit or was hit by something, because the impact jarred him awake and into the realization that his boat was sinking. Wight also climbed in his liferaft to await rescue. Fortunately, it was not so long in coming.

Wight, who was in the vicinity of the lightbucket at that point, fired off several flares, and this time, plenty of eyes saw them. Because of light winds, the Singlehanded Farallones race begun early Saturday had turned into an overnight affair, and at least two of the racers, Peter Jones and Bob Frazee, were close enough to see Wight's flares. They and the San Francisco Pilot Boat *California*, which was also in the vicinity, reported the sightings to the Coast Guard. The pilot boat ended up making the rescue.

## an eyesore and a liability

There's a movement afoot in the Bay Area boating community to remove the abandoned 10,000 foot long section of the Berkeley Pier. "It's an eyesore and a hazard to navigation," says John McFarland, a director of the Pacific Inter-Club Yacht Association and recently appointed chairman of a PICYA committee dealing with the problem.

Built in 1926 for the Berkeley-San Francisco ferry boats, the pier fell out of commercial use after the Bay Bridge was completed in 1938. In the early 1960's the first 3,000 feet were rehabilitated for public fishing, but the out-



The remains of the Berkeley Pier.

ward section has continued to deteriorate.

McFarland and others wishing for the removal of the pier feel that in its present state the structure is an accident waiting to happen. Actually, two

cont'd on next sightings page

## 'puerto rican'

continues to leak from the sunken stern of the tanker into the ocean off the San Mateo County coastline. Unfortunately, considering the amount of seepage and the depth of the wreck—1,800 feet—salvage has been deemed unfeasible. To the consternation of area naturalists, there seems no recourse but to allow the 350,000 remaining gallons to seep into the sunset for the next year. One of their biggest concerns is the effect this will have on the area seabirds. Since this whole *Puerto Rican* business began last year, spilled oil has killed an estimated 5,000 birds.

## boat show

Cruz 70, currently one of the favorites in this summer's L.A. to Honolulu TransPac race. Other yachts include the J/22, J/27, Newport 33 & 41, Catalina 27 & 30, Lighthall Marine Dorys and more.

Free to the public, the show will offer Flamenco, Salsa and Jazz groups, including the Aptos High Jazz Band. There will be

cont'd center of next sightings page



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Ericson 38



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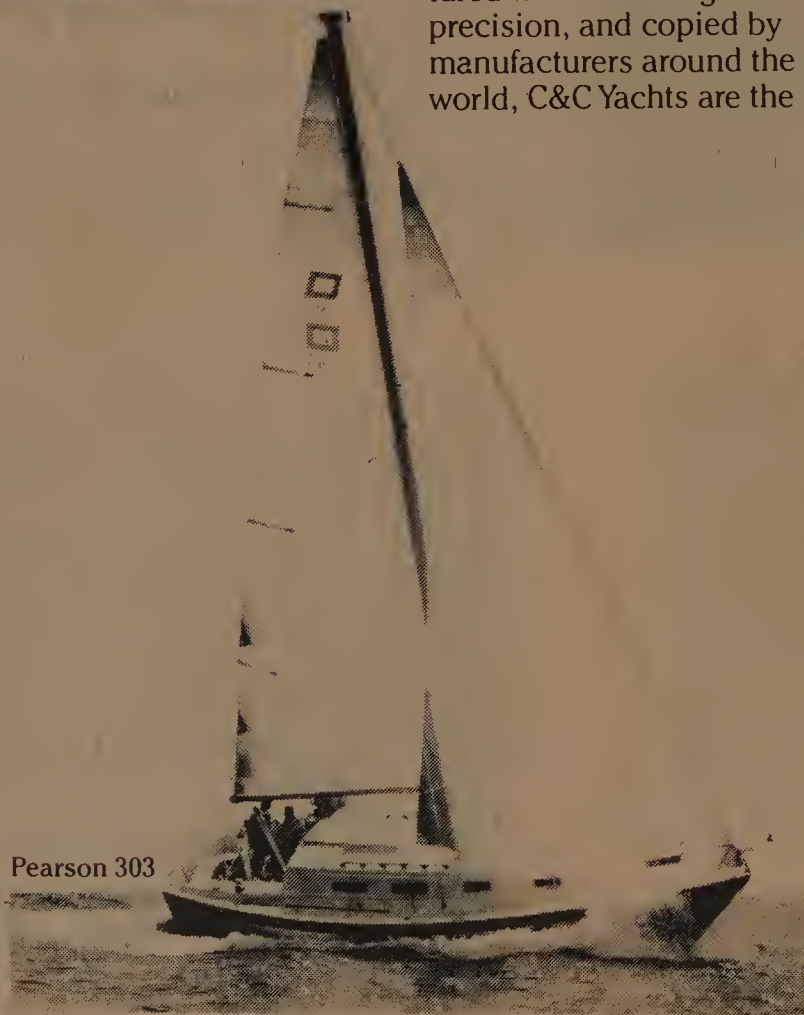
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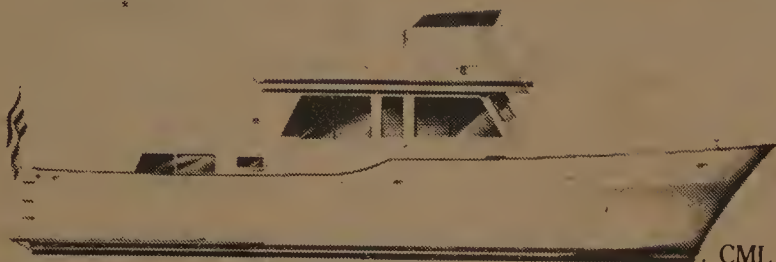
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## eye sore — cont'd

have already occurred, one involving the death of a sailor who ran into the wooden pilings about twenty years ago and another which resulted in the sinking of Michael Waldear's Folkboat in 1983.

The City of Berkeley, which owns the pier, has a huge window of liability if someone were to be killed because of the pier. A 1978 state Supreme Court decision ruled that any defendant who contributed more than one percent to the damage suffered by any plaintiff could be held entirely responsible if the other defendants were unable to pay. Lighted only at its outboard end, the Berkeley pier is difficult to see at high tide, in fog and at night.

Another problem with the pier is the silting now occurring as the piles collapse. Eventually this action will lead to a mud flat at low tide, hindering fishing and shoreline parks, not to mention the flow of water from the north to south Bays.

McFarland says the solution is simple: just pull the pilings out, a process that would only take about a month. The problem is money. Estimates range from \$100,000 on up to get the work done. McFarland hopes to elicit enough support from PICYA clubs to force the issue and complete the task. One suggested avenue would be to make a developer who wanted to build on the waterfront do the work as mitigation. McFarland would like to talk about other plans or ideas, too. He can be reached at 254-2542.

## wapama

The old lady shown here resting forlornly on a barge in the Oakland estuary is the steam schooner *Wapama*, the last of her kind in existence. Until recently, her own chances of survival were looking worse by the month, but a federal grant of \$400,000 toward the first phase of her restoration will—happily—reverse that trend.

In the company of other historic ships, *Wapama* spent 14 years on exhibit at Hyde Street Pier until a 1979 survey revealed that her keel had hogged so badly that she was in danger of sinking. ("Hogging" occurs when the heavier and less bouyant ends of a ship—due to rot, worms, old age or a combination of the three—start to droop.) *Wapama* was hauled out and stored "temporarily" on this barge to await repairs, which everyone assumed would begin post haste. That was six years ago. Were it not for the stop-gap measures taken by a dedicated group of volunteers, it's doubtful the grand old ship would have survived the wait. Now, says Glennie Wall, maritime unit manager for the Golden Gate Recreation Area, "the *Wapama* is the Park Service's number one preservation project."

*Wapama* is the last of 225 steam schooners built for the Pacific lumber trade, but her historical significance goes farther than that. With her long, lissome hull, the ship also represents one of the last visible links in the evolution from sail to steam. The first such ship, either the *C.G. White* or the *Surprise* (records do not indicate which was completed first), was launched from San Francisco's Charles G. White Shipyard in 1884. Both these ships and all the early steam schooners were little more than sailing ships with a stack in the stern. The triple-expansion, oil-burning steam engine that drove the propeller was used primarily as an auxiliary—to power the ship in calms and close quarters. As time went on, though, the masts and sails got smaller and the engines and superstructures got bigger. Eventually, sails were of secondary importance, used perhaps just to steady the ride in a blow or to add another knot or two, and then they disappeared altogether. The masts on the *Wapama*, built in 1915 in St. Helens, Oregon, supported her cargo booms. She carried no sails.

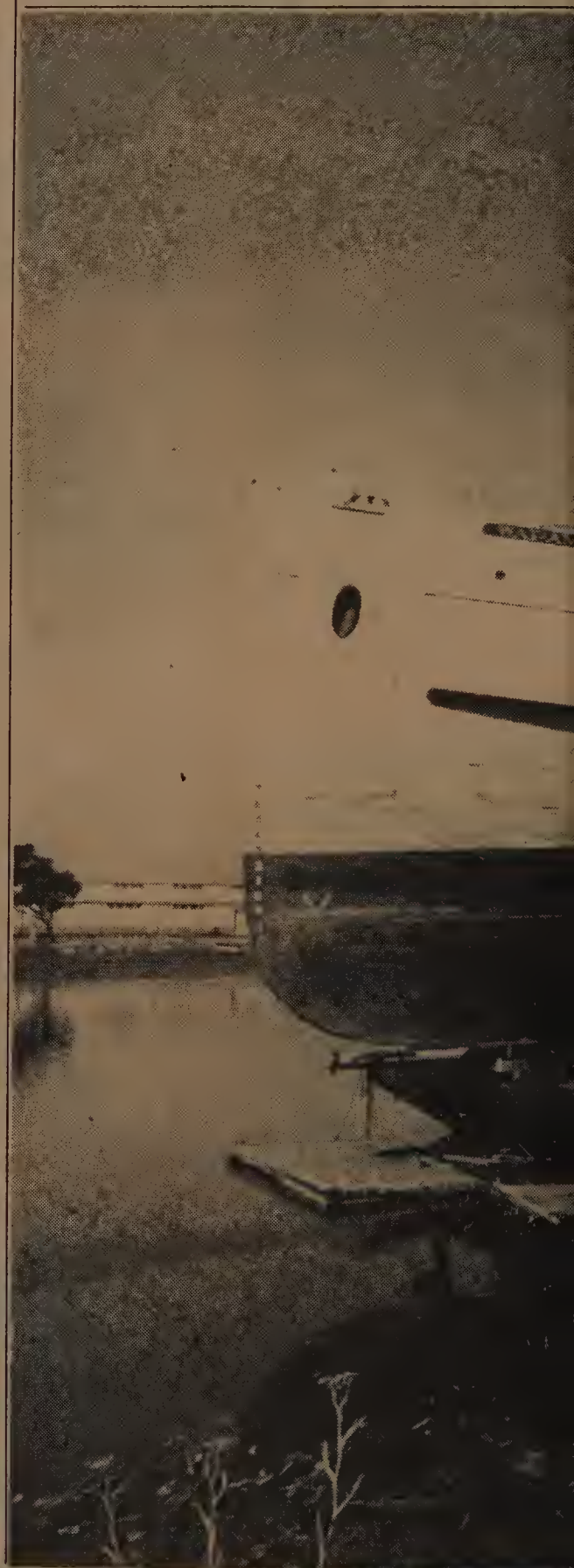
The 205-ft, 950-ton *Wapama* ferried lumber, passengers and other goods up and down the coast from California to Alaska until 1947. After a fire in the engine room and subsequent neglect in the late '40s, the state of California acquired the vessel and she became part of the historic ships display. Once restoration is complete—an estimated 9 years and \$6 million from now—she'll return to Hyde Street Pier.

In the meantime, those volunteer workers are going to be busy. The first

cont'd on next sightings page

## boat show

sportsfisher rides on Monterey Bay and marine animal exhibits. And don't miss the rowing, dinghy and kayak races, the yacht parade and the incomparable "Rube Goldberg" Contraption and Bath Tub race. The latter requires a minimum of two moving parts between the human power source





## — cont'd

and the water. The 40-ft Human Screw is scheduled to return!

For more information, contact Bill McMurray at (408) 476-0529, Milt Gold at (408) 462-2338, Tom Carter at (408) 476-0827 or the Santa Cruz Harbor Office at (408) 475-6161.

## wapama — cont'd

order of business this summer is to build a shed over the ship to protect it from further deterioration. Somewhere down the line, *Wapama* will be relocated to a site in the East Bay where the public can come see the ship and observe the restoration process. More volunteer workers are always welcome, too. If you're interested in participating in the once a month work parties, write Dave Nettell, GGNRA National Maritime Museum Dept. of Education, Ft. Mason, Bldg. 201, San Francisco 94123, or call 556-1872.



RICHARD FREAR/NATIONAL PARK SERVICE



# SIGHTINGS

## delays, delays, delays

We don't know about you folks, but we had been all set to cruise on down to Point Conception this coming October. The attraction, besides the uncrowded surf at Little Cojo, was to be the first west coast launch of the space shuttle *Columbia* from nearby Vandenberg Air Force Base.

You didn't know they were going to launch from the space shuttle from the west coast? You're not alone, it seems that hardly anybody does. But indeed they are. In fact, according to NASA and the Defense Department, there will be about four west coast shuttle launches a year.

cont'd on next sightings page

## master

This year's Master Mariner race on May 26th promises to be one of the most spectacular ever. Some of the queens of yesteryear, including perennial favorite *Santana*, the 55-ft yawl once owned by Humphrey Bogart and now campaigned by Tom and Ted Eden of San Francisco, will be out in full splendor. Always a great show for both participants and spectators, the Master





## mariners

Mariners regularly draws over 100 boats, all of which were designed or built prior to World War II. For nostalgia buffs this is a must see event.

The Edens will have their hands full this year in the Ocean Racing Division. At least two other Sparkman & Stephens designs, the 61-ft *Shamrock* and the 60-ft *Adios* are

cont'd center of next sightings page



RATRICK O'DANIELS

## delays — cont'd

Folks who have cruised down past Point Arguello on clear days in recent years have no doubt seen the gantries just a mile or so inland from which the shuttle will lift off. Directly offshore would naturally make the most spectacular of viewing sites, but there are a couple of problems with it. The first is the water surface conditions are likely to be poor, and the second is that the officials won't let you get that close. From time to time they've even closed the region off for various tests on the Pacific Missile Range.

According to the maps we've seen, vessels will be able to anchor as close as Point Conception. This is about 12 miles away, but affords a heck of a lot better view than would the designated land public viewing site at Gaviota. Besides, the Gaviota site doesn't allow observation of the shuttle until it's 12,000 feet up.

Now had the shuttle gone off in October as proposed, you could have bet your last dollar that Little Cojo would have been more crowded on lift-off day than Catalina on the Fourth of July. Southern Californians do love their historic events. We say "had the shuttle gone off in October", because technical problems have pushed the October launch date all the way back to January.

And that's bad news, except for the bravest boaters. Because of nasty northerly and southeasterly gales that whip up during the winter, Little Cojo is one of the last places you want to be banging around in January unless there is an exceptionally good window in the weather.

Speaking of inclement weather, we can't help but wonder how often Arguello's weather is going to cause launch delays. Gale force winds and low thick fog are about as common there as sand on the beach. Who selected this site anyway?

## yacht missing

A 65-ft ketch reported to have been built in Sausalito four years ago has been missing since the first of the year off the Pacific coast of Central America. The vessel is the *Gypsy Song*, a 44 ton ferro cement boat that originally had been sailed to the Caribbean for charter work.

On the basis of telephone records, owner Ron Novosat, 32, left Puntarenas, Costa Rica on December 28 bound for San Diego. His father, 61 year old John Novosat of Palm Desert was also aboard, as was a Spanish crewman.

While nothing has been heard from the boat or the crew since that date, a \$107 charge was made on John Novosat's VISA card in Escuintla, Guatemala on January 1. Escuintla is about 480 nautical miles northwest of Puntarenas past the troubled countries of El Salvador and Nicaragua. It is also about 25 miles inland.

As yet the State Department checks with governments in the region have turned up no leads. The wives of the two Novosats have anxiously been awaiting any word from their husbands or on the fate of the brown ketch, but as of now they and it seem to have disappeared.

## stone witch update

After 10 days of searching with sailboats, depthsounders, Mexican shrimp boats, inflatables with drag cables and pangas with a lead line and grappling hooks, the 70-ft marconi schooner *Stone Witch* was found. Sunk on February 26th near Mexico's Tenacatita Bay, the *Stone Witch* rests in 180 feet of water on a sandy bottom. The diver who found her reports the masts are standing, but the damage caused by hitting a reef couldn't be seen in the dark.

Merlyn Storm, one of the *Witch's* loyal and hardworking Bay Area crewmembers, reports on the efforts to refloat and repair the popular craft, built and owned by Alan Olson. "Local Mexicans donated the use of a bunk house and palapas in Jasta Camati where the *Stone Witch* will be beached," writes Merlyn. "We've decided to do a complete repair job, sort of an

cont'd on next sightings page



# SIGHTINGS

## stone witch — cont'd

extended haulout.

"Alan Olson returned from Mexico in mid-March to assemble equipment and people together for the salvage operation. Everything must be done efficiently since the deep water allows for only 15 minutes to descend and 18 minutes to return to the surface. The general plan is to hook two and three ton lifting bags to the ship's chain plates for flotation. A ten ton lift bag will then be attached to the masts by cable and filled 25 feet below the surface. When the ship rises up off the bottom, she will be towed toward the shore. By repeating the process of inflating the lift bags, the ship will ascend gradu-



Merlyn Storm and Alan Olson.

ally, allowing her to be towed into shallower water.

"Stone Witch weighs 35 tons out of the water, and 20 tons under water. Some of the equipment needed to attach the lifting devices to the ship includes two inch heavy nylon braided ropes, one inch steel cables, twelve ton rated shackles and heavy nylon webbing straps. The divers require a hookah air compressor and hose, generator, weight bags, wet suits and back up air tanks.

"Beaching the large waterlogged ship is the next problem. The crew will build a trailer on site with three axles and ten truck tires, similar to the rig on which the Stone Witch was launched ten years ago in Alviso. Divers will shore her up while attaching the hull to the trailer, and then a caterpillar will tow her onto the beach.

"So where does that leave us? One final problem was how to transport all this gear to Mexico. The answer came with the donation of an old Chevy van. On April 19th, Michael Seaman, Mike Gaylor and Alan Olson, all Stone Witch veterans, left for the 2400 mile drive to Melaque, Mexico.

"Meanwhile back in San Francisco the response to our story has been overwhelming. Through donations, garage sales and t-shirt sales we've raised the \$5000 needed to get the Stone Witch on the beach. We've ordered another batch of t-shirts, which sell for \$10 and have a drawing of the ship on the front with the letters 'I Helped Raise the Stone Witch.' We're also working on a maritime flea market scheduled for May 18 and 19 at the Anchorage Marine Swap Meet in Sausalito. Come by for some good deals, and if you've got some donations, we're still accepting them.

"On June 2nd we're throwing a party on the Cape Horn square rigger *Balclutha* at Pier 43, Fisherman's Wharf, San Francisco. Join us from 6 to 10 pm for music, food and drinks. The whole family is welcome and donations are \$6 for adults, \$2 for teens and kids are free. The money raised goes towards recommissioning the Stone Witch for our youth sail training program 'Call of the Sea.'

cont'd on next sightings page

## master mariners

scheduled to compete, as is the 1936 Bermuda Race winner *Kiriwan*, a 57-ft Rhodes yawl. *Odyssey*, a 58-ft F. Judson Kelly sloop from Newport Beach, will also be a threat.

Perhaps even more impressive, although not as numerous, will be the over 100-footers scheduled to take part in the race, which starts off the City Front at noon. The *Fair Sarae* is a 103-ft staysail schooner owned by San Francisco native Lucy Bancroft. Built in 1938 in Lowestoft, England, the yacht's master cabin was constructed of elm from London's Waterloo Bridge. Bancroft (not related to the UC Berkeley library) is the fourth owner of the yacht, and brought it from the east coast to Treasure Island last June.

The *Fair Sarae* will be joined by the 104-ft *General de la Rey*, a 1903 Dutch built wishbone ketch. Formerly a cod fisher and a Baltic Sea cargo vessel, the vessel raced in the 1978 and 1979 Ancient Mariners regatta in Long Beach. Current owners Darwin Lemon and wife Valerie Field of Sausalito

## more

Last month's Sightings item on class associations prompted a few additional responses. These organizations also wish to be noted on the 1985 roll call.

### Columbia 26 Association

"The Columbia 26 Association of San Francisco Bay is still alive and well and would like to take this opportunity to check in," writes Fleet Chairman Andrew Monteverde. Membership, currently about 40, is strong but new members are always welcome. The next "Big Deal" event for the organization is a Memorial Day raft up in Angel Island's Ayala (Hospital) Cove. For more, give Andy call at (408) 267-0591.

### Thistle Class Association

Sandy Douglas, an International 14 sailor, drew the lines for the Thistle before World War II, but the first one was not built until 1946. The plumb-bowed 18-footer was an instant hit, and the local and national fleet associations have been going strong ever since. The Northern California fleet, for example, has 60 active boats, and members regularly trailer from as far away as Fresno to sail the Bay. The Thistle Class Northern California District Championship Regatta will take place at Black Butte Lake on June 8 and 9. NorCal District Governor Wade Hough (916) 534-9817 can tell you more.



## — cont'd

named her after a benevolent South African general who fought in the Boer War.

While entries for this year's race have closed, Bay Area businesses wishing to sponsor a yacht in the race can still do so. For only \$90, you or a representative of your company will be invited to sail on your sponsored vessel. You'll also be invited to lunch aboard the fully-restored Liberty Ship *Jeremiah O'Brien* on May 10th. At this time you can present your house flag for the yacht to carry during the race. Deadline for sponsorship is May 9th, and checks should be made out to Master Mariners Regatta, c/o Peter English, 104 Southern Hts. Blvd., San Rafael, Ca. 94901. Peter's phone number is (415) 391-9590.

Even if you aren't racing or sponsoring, come out on the 26th for a delightful look at some glorious sailboats. Post race tie up and informal boat show will take place at the Encinal YC in Alameda on the Estuary. For more information, call Pat O'Daniels at (415) 821-6244.

## associations

*Cal 29 Association*

"Did you know that the Cal 29 is the fastest one-design boat on the Bay?" writes Doug Clark, the Association's Secretary/Treasurer. "Bruce Easom proved it again this year (as he has several times in the past) by winning the Champion-of-Champions trophy." Of course, we're talking "fastest under a primo skipper and a good rating", but Doug's exuberance can be excused: the Cal 29 is a boat you can get excited about. The organization currently has 30 active owners who participate in both racing and cruising activities. Upcoming is a sail-in and barbeque on the lawn of the San Francisco YC on May 18, and a Memorial Day cruise to Benicia. To find out more, call Doug at 964-0912 or President Phil Gardner at 865-2424.

*Freya Owners Association*

This looseknit but active organization of about a dozen Freya owners is always happy to take in new members. The next planned event is a May 18-19 cruise to either Drakes Bay or Paradise Cay, they haven't decided which yet. (We said they were looseknit.) If you're a Freya owner and have your druthers, call Annie at 332-0202 or 332-6352.

## stone witch — cont'd

"Some people have volunteered to help clean up and repair the boat in Mexico this summer. You need to arrange transportation to and from the work site and have some spending money as well. We can supply accommodations for about eight people and most meals. Living conditions are spartan and the work hard. It is a chance to learn some boat building skills in a beautiful Mexican beach setting and be with a group of high energy people.

"For information on any of our projects, please contact us at (415) 759-0329 or by mail at *Stone Witch*, 55 Sutter St., #534, S.F., Ca. 94104. And thanks to everyone who has called, written, bought t-shirts and donated equipment and time. It's through your efforts and good will that we will sail the *Stone Witch* home once again this fall!"

## up in smoke down at the cape

The ultimate symbol of the Americanization of Cabo San Lucas, the Giggling Marlin restaurant, burned to the ground last month. Those who were dismayed by the establishment of such a yuppie restaurant in this former frontier outpost saw special significance in the fact the restaurant turned to embers on Good Friday afternoon. Those who thought it was about time such an exciting place opened up in Cabo tended to see it as nothing more than an unfortunate grease fire that got out of control.

The Giggling Marlin is owned by two men from Santa Cruz and a Mexican woman. It opened last November and had been doing a strong business ever since.

Apparently the kitchen fire immediately spread to the palm beams and palm frond roof. For some reason the electricity to the building was not turned off and the numerous ceiling fans intensified the blaze. While much of the furniture was dragged to safety before it was destroyed, the numerous satellite-fed large screen TV's were lost when the roof caved in.

Sometime after the kitchen was destroyed and the last embers extinguished, the fire truck arrived from distant San Jose del Cabo. Those who live at the tip of Baja say if you're going to have a fire in Cabo, you want to reserve the truck at least a day in advance. The fire drew a nice crowd of spectators, most of whom soon took to calling the remains The Smoked Marlin.

While we personally aren't crazy about the idea of a Giggling Marlin in Cabo San Lucas, we wish the owners the best of luck in recovering from the



Nobody was giggling when the 'Giggling Marlin' burned down.

tragedy and getting re-opened. We suppose there's nothing that can be done but accept the fact that Cabo is changing dramatically. As yet another example of this, we recently learned that Alphonse, who used to have the old trailer park, is allowing a seven story condominium to be built on his property in return for a number of the units. No, they're not on the beach, but what do you expect for \$110,000 in Cabo San Lucas?



# SIGHTINGS

## let's see if we got this straight

Things have always been pretty straightforward on the Sausalito waterfront, so let's see if we don't have the current status of things well in hand.

Kappas renovated marina is just about ready to receive new tenants at the north end of town. At the south end of town a bulkhead at Sausalito Yacht Harbor started to cave in. On the 2nd of April the Sausalito City Council approved a lease agreement with Zacks for a 300-berth marina. Two days later



Above, Kappas Marina. Right, Napa St. Pier.

at a BCDC meeting to approve the project, Zacks withdrew the marina proposal, citing a traffic-limit initiative. A spokesman for Zacks, like MacArthur, said they would return.

With the delay in the Zacks' project, the notion of docks for transients on the north side moves to the back burner. There has long been a proposal for a floating dock where the Napa Street pier now stands, a floating dock with facilities for transients. But the Sausalito Cruising Club would have to move to the other side of the pier for this to happen, but they can't do that until the Galilee Harbor Community finds a new home.

The Galilee folks, who appear to have developed proprietary feelings for the public Napa St. Pier on the basis of being first among equals, are trying to negotiate space for their 40 houseboats at Terra Landing next door. But judging from the fact that Terra Landing Associates recently filed a trespassing lawsuit against Galilee, prospects for a berthing agreement between the two parties doesn't look good.

However, the folks at Galilee have been holding talks with Dusan Mills of the Schoonmaker property, which is just north of Terra Landing, about the possibility of the Galilee community moving to Schoonmaker. Mills apparently said they would have to take a minimum of 80 berths, which can't be built right now anyway because of the building moratorium. Eighty berths was at first thought to be too many, but now some think Galilee can use 40 themselves and sublet the 40 others to make money.

Whatever, Mayor Alice Rogers and Councilwoman Robin Sweeny meet with the Galilee folks every two weeks to monitor the progress of their search for a new home. But other city officials announced that even if Galilee does find a new home it does not necessarily mean they will approve the required changes in zoning. And what would the BCDC say? And would it all be in direct violation of the Richardson Bay Special Area Plan?

With all this being so clear, we decided not to get into the matter of whether the late arriving Marina Plaza office complex was still suing neighbor Donlan Arques over the appearance of his property and the propriety of waterfront people living and doing business there. Nor did we try to seek out confusion at Pelican or Clipper Yacht Harbors. But reading the Marin Scope, we couldn't help but learn that the Gates Houseboat Cooperative on the very north end of town, was scheduling a three day seminar to build "problem solving skills" within the neighborhood. This is in order to prevent minor

cont'd on next sightings page

## kiss that quai

One of cruising's most romantic destinations, the quai at Papeete, Tahiti may soon become a thing of the past. Back in March the Port Authority approved a study program to find a good location for a fully equipped marina to handle what may become the displaced yachts.

Boats have been tying up Med-style at the downtown quai for over 100 years, but many local officials believe the quai has reached a saturation point. Specifically there are problems with sewage and lack of sufficient water and electricity. Besides, they'd like to have the space available for tuna boats to tie up near a proposed cannery *a la* Samoa.

While many cruisers won't buy the argument, officials also contend the quai is not good for yachties. They are faced with long walks for food and services, there is no park-





**goodbye?**

ing, there is theft and the water is roiled by all the commercial traffic in the harbor. It is claimed that well-to-do yachtsmen are rarely inclined to tie up at the quai, and that the general shortcomings of the facility give Tahiti "a poor reputation as a port of call".

One of the areas bandied about as a site for a marina is the Far Ute industrial district at the Papaeva River. It's envisioned that a marina there could provide good moorings, 220 and 380-volt current, fuel, showers, garbage disposal, toilets, showers, telephones, as well as security services and a drydock. Officials admit that such a marina would require a "substantial investment" but also note "given the large number of yachts that visit the territory, what should be a profitable investment."

— richard perenon & latitude 38

**straight — cont'd**

disputes from escalating into physical violence — something like that.

Truthfully speaking, about the only constant along the Sausalito waterfront is theft from boats. On Friday, April 5, somebody sailed off with a Laser and never came back. On Saturday the 6th some rotten person deserted with a \$3,000 Avon liferaft. After observing the Sabbath on the 7th, thieves resumed work on the 8th by stealing a \$1,000 outboard that had been chained to a sailboat. Good old Sausalito.

**all's not quiet on the western front**

If your summer itinerary includes visits to Southern California's Channel Islands, you should be aware that certain areas around Santa Cruz Island have been declared off limits by the U.S. Coast Guard and Navy. Effective as of March, the area between Bowen Point and Sandstone Point on the south side of the Island and out three miles is a safety zone that is periodically closed or open as the military deems necessary for "secret testing". A separate restricted zone extends in a 10-mile radius from Sandstone Point. Except for Smuggler's Cove on the Eastern end of the Island and an area northeast of a line extending 135 degrees true from Sandstone Point, this

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# SIGHTINGS

## western front — cont'd

restricted zone will cover most of the Island, the shipping lane and Anacapa Passage. The good news is the safety zone is currently open and the restricted zone is only scheduled to be in effect until June 1.

If you enter either of these zones when restrictions are in effect, you'll probably be promptly informed of your faux pas by a patrolling Coast Guard cutter and escorted from the area. In view of possible civil and criminal penalties totalling five years imprisonment and \$50,000 in fines, we'd suggest you go peaceably. To find out the status of the area after June 1, call the 11th CG district office in Long Beach at (213) 590-2222.

While we're on the subject of restrictions, does everybody know that San Miguel, San Nicholas and San Clemente Islands are also all or partially restricted by the military? Well, they are. The Navy uses them for gunnery and missile firing practice. Our resident veteran assures us that dodging incoming fire really makes shell collecting difficult, so be warned. To find out more about specific danger zones in these areas (anchorages are open at certain times) call the following numbers: San Miguel—(805) 982-8412; San Clemente—(619) 437-2231; San Nicolas—(805) 982-8412. Finally, boaters are urged to stay at least two miles off Pt. Mugu during daylight hours because of small arms and missile firing. Calling (805) 982-4217 will get you more information on that. Although area sailors and fishermen were pretty upset about the recent Santa Cruz closures, the rest of this is not as bad as it might sound. If it sounds intriguing, maybe you should be reading *Soldier of Fortune* rather than *Latitude 38*.

## lower the boom,

Doug Faulkner, commodore of the Pacific Inter-Club Yacht Association, is fighting mad about the state's plan to put a fixed bridge across Little Potato Slough at Terminous. "I'm getting tired of constantly having to defend myself against one government agency or another every time they get an idea," he says. "CALTRANS is presumptuous to even consider anything but a moveable span. To permanently close a navigable waterway is contrary to thousands of years of tradition of the sea."

Faulkner worked feverishly in April lining up others who felt the same way to appear at a public hearing about the Terminous bridge on the 26th in Rio Vista. Since the meeting took place after our press deadline, we can't tell you the results. We do know, however, that blocking the slough to sailing vessels would be a major inconvenience. "You would have to take an 18 mile detour to the North Fork of the Mokelumne River to get around it," says Faulkner with frustration.





## not the bridge

He also adds that CALTRANS is considering four options to replace the present swing bridge, which was built in 1936. Two are fixed bridges, one 35-ft high and the other 50-ft high, and the other two are Bascule type opening bridges, one of which would be 20-ft high when closed and the other 35-ft high. The PICYA wants the latter installed. CALTRANS says it would cost 9¢ more to build the opening bridge, but it also admits it would save boaters time and money.

The boating public is urged to show their support by writing to James Jelinek, Chief of the Environmental Branch, CALTRANS — District 10, P.O. Box 2948, Stockton, Ca. 95201. You can also call CALTRANS at (209) 948-7987. Others that Faulkner has written and which he invites you to as well are: the Governor, Bill Ivers of Cal Boating and Waterways in Sacramento and Vice Admiral John Costello, Cmdr. 12th Coast Guard District, Government Island, Alameda, Ca. 94501.

Finally, Faulkner warns that many more old, moveable span bridges in the Delta are in need of extensive repair or replacement. The next fight will be even tougher. "We must win," he says. "This is as serious a threat as we have or ever will meet. Boating, as we know it in the Delta, may soon become a thing of the past."

## slip renters unite

"Our purpose is to represent slip renters as a strong united body in all matters pertaining to our harbor and its effect on our slips," says Richard Price on behalf of the Santa Cruz Slip Renters Association. Not quite a year old yet, the organization can boast that one third of the slip renters in Santa Cruz have become members. Monthly meetings are held at the Santa Cruz YC, and all wet and dry slip renters are encouraged to attend and join. Jack Leonard is the organization's president.

The Santa Cruz Slip Renters Association is eager to communicate with similar organizations to exchange ideas, and no doubt would be happy to help other harbors and marinas form their own slip renters associations. Given the increasing battles over waterfront rights and useage, such associations will be increasingly needed in the years ahead.

If you or your association would like to contact the Santa Cruz group, write 905 Cedar Street, Santa Cruz, 95060 or call (408) 429-9712. Or better yet stop by the association's booth at this June's Santa Cruz Harbor Festival.

## return of the californian

If you missed the state's official tallship last year, or even if you didn't miss it, you'll have a chance to have a look again this month. If all goes as planned, the 90-ft revenue cutter will be the lead ship for PICYA's Opening Day Parade. After that, *Californian* will spend the month touring the Bay for various open houses and VIP cruises before she takes off, after a late May haulout in San Diego, with a load of sea cadets for Hawaii. There, she'll participate in that state's 100th-anniversary celebration of the arrival of Japanese immigrants to the Islands. Here's a rundown of the ship's schedule May Bay schedule.

**May 1-7** — Berthage at Sausalito for open house, receptions and Bay cruise parties for various organizations of 40 to 50 guests.

**May 8** — Vallejo open house.

**May 10-12** — Stockton receptions and open house.

**May 14-15** — Martinez YC and Benecia YC joint reception and open house and public tour at Martinez.

**May 16** — Vallejo, function open.

**May 17-18** — Oakland reception and open house, Jack London Square.

**May 19-20** — Enroute Redwood City with public tour and possible joint reception with Sequoia YC and Peninsula YC.

**May 22-23** — Bay sails with cadets, and enroute Sausalito for maintenance and preparation for departure to Monterey and south.

There will be six Northern California and six Southern California cadets aboard for the Hawaii cruise. Any organizations wishing to sponsor cadets, wishing to organize charters or receptions, or simply interested in helping funding the voyage—all tax deductible—should contact *Californian's* Northern California Port Captain, Ward Cleaveland at 283-2249.

## boats, boardings and busts

For the benefit of those blind, deaf, cave-dwelling hermits who do not know, early last month, the Coast Guard made the biggest pot bust in Bay Area history. Briefly, it went down like this. The Sonoma County Sheriff's Department received a tip that two unidentified men walked into an area restaurant and paid the crew of the fishing boat *Oregon Beaver* \$1,000 each to take a few days off. The Sheriff's department relayed that to U.S. Customs, which told the Coasties. After receiving their own anonymous



The 'Beaver's "high grade" pot.

phone tip that the *'Beaver* was headed toward the Bay with a load of high grade marijuana, the Coast Guard stationed a lookout at Fort Point. At 6:30 p.m. on Tuesday, April 9, he reported the *Oregon Beaver* passing under the Gate.

The men aboard obviously lost their cool as soon as the cutter pulled up alongside, for when asked what they had aboard, the skipper reportedly said, "Nothing, we're empty." Well, seeing as how the fishing boat was ob-

cont'd on next sightings page



## boardings — cont'd

viously loaded to her waterline, the Coasties asked the *'Beaver* to proceed to Pier 45 for a "safety inspection," and you know the rest. The six men aboard surrendered peaceably; the final tally was about 22½ tons of carefully packaged Thai sticks with an estimated street value of \$80 million.

No matter how you feel about weed in general, you have to admit the bust was a feather in the cap of the Coast Guard. Wouldn't it be great for us taxpayers if all such boardings turned out to be so, pardon the expression, cut and dried. Unfortunately, the *Oregon-Beaver* and her ilk are the exception to the rule.

The Coasties have been between a rock and a hard place for a lot of years over the boarding issue. Stories from boaters of poor judgment, harassment and outright hostility on the part of the Coast Guard filter regularly down the grapevine. While some are probably exaggerated by the passion of the moment, it's hard not to feel a little empathy with someone whose pleasant weekend sail or arrival at the Bay after a long time at sea is interrupted by the men in white coming aboard, uninvited, to rifle through the boat.

"We don't like to be put in the position of causing a lot of anxiety," says Commander Bill Clark, Chief of Law Enforcement and Intelligence for the 12th CG District. "We know that taking time from the working fisherman is interrupting his livelihood, and we know that recreational boaters go out to get away from it all for a little while, not to face boardings and inspections. The fact is, though, that we're mandated to enforce all U.S. Laws and regulations"—and that involves routine boardings.

Records indicate that in 1984, the Coast Guard boarded and inspected 820 vessels within the 12th CG District—the area from the the Oregon boarder to San Luis Obispo. Worldwide, about 70,000 boardings are conducted annually. Most are accomplished without incident and with the cooperation, albeit grudging, of those vessel owners and skippers. The ones we hear about, of course, are anything but routine. They all seem to share enough drama and sinister overtones—blinding lights, bullhorns, rough seas boardings—to make Steven King squeamish.

"We have the authority to board any U.S. Flag boat anywhere in the world, but we also have the responsibility to do it safely," says Commander Clark. A boater cannot, by law, refuse to be boarded if the Coast Guard desires to do so. He can voice his concerns as to the safety of the procedure, though, and work with the officer in charge to assure that all goes safely.

"We encourage a dialogue between the the boater and the Coast Guard vessel," says Commander Clark. "When that boater has a legitimate concern—heavy seas, boat condition, whatever—he should discuss it with the officer in charge. He knows his boat better than anyone else."

What that translates to in the real world can vary a lot from situation to situation and person to person. No matter how experienced and good intentioned the two parties involved, the potential for damage to more than just feelings exists any time two boats anywhere come together. Since the odds are that most of us will sooner or later experience boarding by the Coasties, here's the procedure.

The boarding team contacts the vessel and explains what is about to happen. Coast Guard personnel will always identify themselves as such, will always be in uniforms, coveralls or survival suits displaying the CG insignia and will always be in a Coast Guard or Navy vessel flying the CG ensign. They will also be armed. As one of the five armed services, Coast Guardsmen are trained to understand the risks inherent in boarding unfamiliar vessels and to defend themselves if necessary.

All Coast Guard officers and petty officers are federal law enforcement officers. They may board any vessel in U.S. waters and any U.S. registered vessel anywhere in the world. And these boardings are not necessarily based on the suspicion that the vessel or those aboard are in violation of any laws. The purpose of boardings is to prevent and suppress violations.

In all cases except those in which the boat and/or crew are being officially seized, the owner or skipper remains in charge of the boat and all aboard.

cont'd on next sightings page

## sausalito

Contrary to recent trends replacing them with yuppies and bankers, boatbuilders and repairers are still functioning in Sausalito. Two groups we've heard from recently are the Sausalito Boat Cooperative and the newly formed Sausalito Multihulls Center.

The Cooperative will be hosting an open house fundraiser on June 15th, including a seminar on woodboat building, repair and design. The event starts at 6 pm with a \$10 donation requested, and will take place at the Coop's headquarters in Gate 3, 500 Marinship Way, on the southeast corner of the Arques Shipyard. Proceeds will benefit the yard and machinery and help expand

## swept

For the first time that anyone could remember, the annual Bullship El Toro race from Sausalito to San Francisco was washed out. That's out as in out the Gate. Light winds and 3.5 knot ebb on April 13th combined to suck the fleet of eight foot prams under the golden arches, next stop Japan.

Actually, things didn't go smoothly in the race even before everyone was swept away. As the fleet cleared Yellow Bluff and headed en masse towards the City Front, a large Japanese container ship appeared in the shipping channel heading outbound from Angel Island. The ship's skipper began tooting the danger signal and those listening on the VHF were treated to a barrage of Japanese that would have made a samurai blush. The ship slowed while the tiny sailboats, barely able to make headway in the light easterly, crossed ahead.

Once in the firm grip of the ebb, though,

## saved by

Most of Melvin Belli's sojourns into the public eye have been via hallowed halls. Not so an incident early last month. On April 4, he garnered a small headline by coming to the aid of a boater in trouble.

The rescue occurred in rough weather in the Santa Barbara Channel. Belli, 77, was southbound aboard his 110-ft motoryacht *Adequate Award*, from San Francisco to Newport Beach. Also aboard were Belli's 12-year-old daughter, Melia, and her friend, who were looking forward to an Easter visit to Disneyland; the yacht's captain, John Manning, and two of Belli's associates, Paul Monziona and Rod Shepard. Late Wednesday, *Adequate Award* monitored a distress call from the 40-ft urchin boat *Annamarie*. The boat, with two crewmen and five tons of urchins aboard, reported smoke coming



## boat builders

membership to others interested in this subject. The Coop consists of professional boatwrights, woodworking hobbyists and backyard boatbuilders and mechanics. For more information, call 332-9832.

Multihull owners and sailors will be interested in the Sausalito Multihull Center, which opens May 1st at the Sausalito Marineways off Bridgeway. Lee Bullock of the Center says this is the only facility of its kind on the West Coast that can haul and service large trimarans and catamarans. Both racers and cruisers are welcome. Call 332-6533 for more information.

## away

the Bullshippers were headed for oblivion. One of the rules for entry in the Bullship classic, now in its 32nd year, is that anyone passing under the Gate is automatically out of the race. Another is that you have a 'cowship' or powered escort vessel nearby in case of such an emergency. The action outside the Gate became frenzied as the cowships swung into action.

To add a little excitement, the 120 entries in the Doublehanded Farallones race, which had started their race off the City Front a half hour after the Toros started theirs off Sausalito, began traversing the same water on their way to the islands. Amidst all that, a whale of undetermined type surfaced as it headed westward as well. It's not too hard to imagine what the creature's thoughts might have been: "What are all these people doing out here?"

## the belli

from its transmission.

Realizing he was close to the stricken vessel, Belli radioed the Coast Guard, which accepted his offer to render assistance. Arriving on the scene a few hours later, Belli took command of the situation and soon had the disabled vessel in tow. He delivered the *Annamarie* to the Harbormaster's dock in Santa Barbara where the grateful captain presented him with five gallons of fresh urchins, his favorite seafood. The *Adequate Awgrd* then continued on to Newport.

On graduating from law school in 1929, Belli served as an able-bodied seaman for two years in the Merchant Marine before beginning his colorful career as a San Francisco attorney. An active boater since, Belli still proudly retains his original ABS certificate.

## boardings — cont'd

Once on board, the inspecting officers are free to be as superficial or as thorough as they deem necessary—which incidentally can involve a lot more than just seeing you have lifejackets for all aboard. Like Judge Roy Bean, they are the only law west of the Pecos out there and they can bust you for everything from an improperly plumbed marine head to fishing without a license to illegal immigration.

If you believe the boarding was conducted improperly and/or your vessel sustained damage that you do not feel was your fault, the Coast Guard has made provisions for you to file a claim to that effect through either the District Commander's office or, preferably, the Legal Officer of the nearest unit. (The number of the Legal Office for the 12th District, located on Government Island, is 437-3330.) The Coast Guard prefers that you go through their system before resorting to outside counsel, but that, of course, is up to you.

What all this boils down to is that Coast Guard boardings are an irritating fact of life somewhere between Michael Jackson memorabilia and nuclear holocaust. If you must, think of them as the price you pay for safer waterways. As far as the inspections, as the saying goes, the best defense is a good offense. Make sure you have all the PFDs and fire extinguishers and stuff required before you go out. Don't know what you're supposed to have? One of those free Coast Guard Auxiliary or U.S. Power Squadron courses can tell you, and so can a CG Auxiliary courtesy inspection, also free. For more on either the courses or the courtesy inspection, call the Boat Education hotline, run by the Boat Owners Association of the U.S., at 437-3310.

## give that girl an emmy!

When they told Alameda's Leslie DeMeuse that she should enter her television show "White on Water" about the 1983 Big Boat Series in the Northern California Emmies, she laughed. The fact that the video had drawn extremely well when KQED aired it last October 1st (even against Monday Night Football) didn't make her think it could win a prize. Nevertheless, on



Phil Uhl and Leslie DeMeuse.

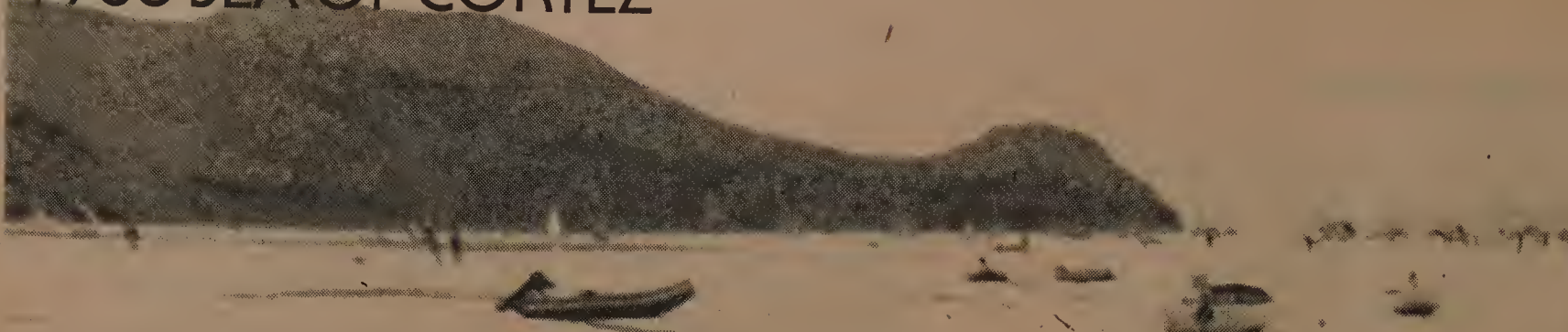
Saturday, April 13th, Leslie and one of her co-producers, Hawaii's Phil Uhl, were handed a gold plated Emmy for the category of Special Sports!

"White on Water" was the first effort of Channel Sea Television, a company Leslie and Phil formed about three years ago. The footage was originally going to be used for the nightly news on Channel 2, but then Leslie, Phil and Vince Casalaina decided to "slap it together" into a show. One of the company's goals was to produce a show on sailing that would be broadcast, and they accomplished that. They didn't realize they were going to strike gold the first time out, however.

"It took about three months to put it together," says Leslie. "We weren't totally satisfied with it, and we made a lot of improvements in our 1984 Big Boat Series show." Hopefully that will prove to be a winner as well. In the meantime, you can rent "White on Water" for \$35 to show on VHS or 3/4" professional video equipment. Call Leslie at 865-3637 to place your order.



# 1985 SEA OF CORTEZ



There was no sophomore jinx for the Sea of Cortez Race Week. During the March 30 — April 6 second running of what's also known as *Semana de las Regatas del Mar de Cortez*, an estimated 200 boats showed up, with as many as 143 anchored at Caleta Partida at one time. With some 15 tents pitched on shore, officials guessed that some 850 people participated in, at least some of Race Week activities.

Originally conceived by *Latitude 38*, the Sea of Cortez Race Week has been sponsored for the last two years by the various branches of Mexican government, NAO Yachts of La Paz, and the La Paz YC. The actual running of the event has been handled by the cruisers themselves. As was the case last year, Frank Lara of *Amistad* (Monterey) and Jean Turrentine, a former cruiser now land-based in La Paz, were the most instrumental. But also lending a huge assist this year was Ted McConville, who donated his time as race chairman and his big powerboat, *Majestic*, as race committee boat and fleet freezer.

While there were many different competitions, from horseshoes to yacht racing, it's anything but adversarial. People come to Race Week to be with old cruising friends before each must head their separate way, not to 'beat' each other. It's a tranquil week, not a wild one, where the spirit of friendship predominates.

While almost all the boats were from the west coast of the United States and Canada, the cross section of people and craft was tremendous. Boats that made an ap-





ALL PHOTOS BY LATITUDE 38/RICHARD EXCEPT WHERE NOTED

pearance ranged in size from John Scripps' 79-ft ketch, *Miramar* to Marc Hightower's Montgomery 17, *Free Bird*. There were schooners, sloops, ketches, yawls and cutters. Multihulls and powerboats, too. They were made of steel, ferro cement, fiberglass, wood and aluminum. Some were a mess, a few were bristol, and most were in between. There were singles, marrieds, gays, grandparents, and a little girl who was just three months in the womb at last year's Race Week.

The festivities themselves began on Sunday evening the 30th, with a grand opening ceremony at the Gran Baja Marina. Head of NAO Yachts and Commodore of the La Paz YC, Alberto Morphy, Jr. presided over the festivities, which featured the head of the Department of Tourism, the Port Captain, the Mayor of La Paz, and various other government dignitaries. A military band played the U.S. and Mexican national anthems while the flag of each country was hoisted. The local TV station was on hand to film the highlight of the night, when Miss Baja crowned the new Queen of Race Week, Kathy Williams. Members of the Encinal YC in Alameda, Kathy and her husband Rich (who automatically becomes king of Race Week) have been cruising in Mexico for the last year aboard their Traveller 32, *Horizons*. Fellow Encinal members Rick and Marilyn Olievera, also in attendance, made a 'keeper' crown that's since been donated to the Encinal YC trophy case.

Once the coronation was concluded, the party was on. With perhaps 25% of the boats returning from last year's Race Week, Race Week Queen, Kathy Williams, at left, and her Caleta Partida kingdom, at right. Aerial photo by Fred Johnson.

many friends were united after long separations. And the sailing world being a fairly small one, lots of folks were seeing old friends from different locales. Small wonder that the stock of beer, wine and rum quickly proved inadequate.

Monday morning the first of the three Race Week yacht races started off Pichi-

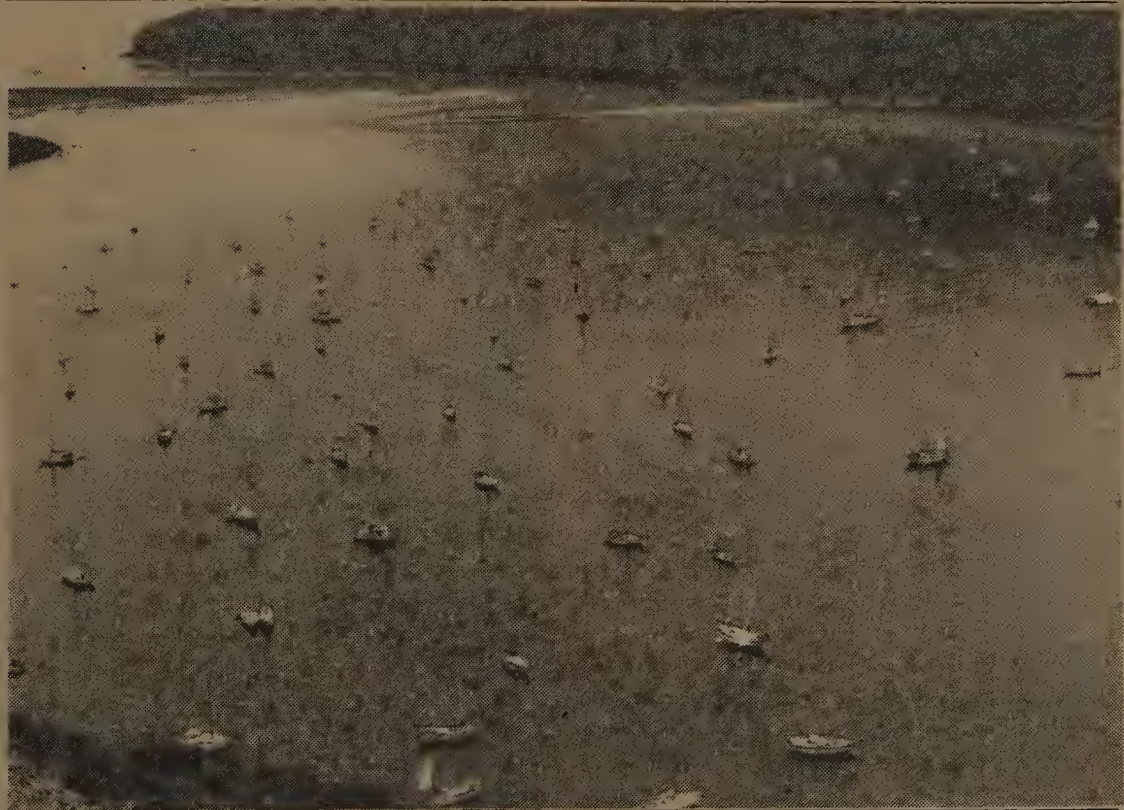
linque Harbor. There were 31 official paid entries divided into three different classes under PHRF ratings. The boat with the lowest handicap was *Promotion*, a Santa Cruz 40 from Santa Cruz rating 42; *Tola*, a Columbia 24 had the highest handicap at 261. The vast majority of boats were production models of the last 15 years such as are found in all California marinas.

The wind at the start of the 18-mile race to Isla Ballena, was an easy ten knots, the sky was blue and the air delightfully warm. Most of the fleet tacked away from shore to open water and ultimately very light wind. Those few that hugged the shore made out like bandits, not only with better wind but a

and Allision Winslow of Portland, that it made no difference they'd gone the 'wrong' way. They took handicap honors, too. Second in fleet was *Handsel*, a Cavalier 32 from New Zealand, driven by IOR sailtrimmer David Howie and Miesje Hees. Third overall was *Concerto*, Bob and Barbara Rankin's Kalik 40 from Seattle. It's noteworthy that all three of these boats are in the middle of long cruises and loaded down with all the normal supplies. In all, 22 boats finished; the remaining nine gave in to light airs that returned late in the afternoon.

Early finishers hardly had their choice of spots to anchor in the old volanco crater at Caleta Partida that is the site of Race Week. Eighty to ninety non-racers were already there with hooks down. It wasn't a big worry, however, as it's one of the few anchorages that can hold 300 boats with ease.

Surrounded by the 2000-ft peaks of



progressive lift, too. Ironically the wind died for everyone where it usually blows the most, across the mouth of the San Lorezno Canal. But shortly thereafter it picked up again, the 15 to 17 knots being just the relief needed against the blazing sun.

Taking line honors was *Illusions*, a Cascade 36 so well sailed by owners Dan

Espiritu Santo on the south side and Isla Partida on the north, the Caleta Partida anchorage is a place of stark beauty. Only the hardiest of cactus and scrub brush grow among the heat-blistered volcanic rocks, and the animal population of the island is headed by lizards and rattlesnakes. But the waters are clear blue and teem with life. Despite it



# 1985 SEA OF CORTEZ

being one of the most popular anchorages in Baja and having two full time fish camps, cruisers were able to dig up large, tasty clams directly in front of Race Week headquarters. Spearfishing was good, as was snorkeling near the rocky shore. At the east end of the



Bikini winner John, off 'Oliver David Jones', knew what the girls liked.

anchorage there's a spacious white sand beach, which was to be the center of shoreside activities.

The softness of the afternoon light among the two islands is astounding. It makes that of Paris look like Vegas neon. When combined with the brutal terrain and viewed from the brilliance of a rising full moon it's . . . well, it's the kind of place where people get religion.

Race Week's other competitions started on Tuesday, and were legion. These were announced during the Race Week VHF net that went on for the better part of an hour each morning. There were dinghy races, horseshoes, spear fishing, reel fishing, volleyball, dominoes, and a number of other activities like frisbee golf that never got all the way off the ground. The fact was that there were so many competitions going on at the same time it was impossible to keep up with them all. But since competition wasn't the

real reason people had showed up, nobody really minded.

Tuesday night featured the first of two race week pot lucks. While Victor and his crew could sell Corona and Pacifico beer as fast as you could order it, getting chow was something else. No one had quite anticipated such a crowd and not enough BBQ's were on hand. But if you have to wait for your dinner, this was certainly a better place to do it than at a McDonald's in California.

Talent night had been one of the big successes of the first Race Week, but this year's went down in flames on Tuesday night, never to be revived. First off the noise of the generator used to power the p.a. system overwhelmed the ability of the system to generate volume. And then as Alfred Riggs and Jean Turrentine were ripping into an early verse of Jean's *Cruising Folks*, the p.a. system "blew up". Neither the p.a. system or talent night ever recovered. But with seemingly a million smaller parties being held on different boats, few knew what they were missing.

Wednesday's second race of the series was a Baja special. The wind blew nicely while the race committee postponed in an attempt to get buoys set, but when they finally got the buoys down the wind died. With nothing to do in the interim, *Contrary to Ordinary* put Dr. Bob's 150 water balloons to good use. Few other boats were armed, so it was pretty easy pickings. Most ultimately had to resort to buckets. Biggest losers of all was the Northern California charter group on the Baja 47, *Arcoiris*. Having no balloons with which to fight back, they filled their entire supply of prophylactics with water. It must have been a frustrating week; for not only were they forced to remain celibate, but they never once found a good opportunity to throw the 'balloons' they had sacrificed so much for.

There was so little wind at the start of this race that a number of boats were never able to cross the starting line. Some, in fact, were forced to start their engines to keep from drifting up on the rocks. Only seventeen boats finished the race that was called after only three miles. For many boats it was the end of their chances in doing well. Positive thinkers noted that while it indeed had been a short race, it nonetheless had been all-inclusive; there was beating,

reaching, and running.

At the top of the heap again for both handicap and line honors was *Illusions*. The Winslows had taken the lead from the start again and displayed devastating speed in virtually no wind at all. Lee Yarborough was second with his Idaho-based Olson 25, *Scarecrow*. *Contrary to Ordinary* took third, aided by a ton of luck. We'd basically given up the race to go swimming and have a water fight with *Brilliant*. But by the time that was all over, the wind gods had singled us out of the entire fleet to receive breeze, and we narrowly took third in fleet. Patience and luck always stand the Baja racer in good stead.

Given the number of participants and activities, it could only be expected that there would be a couple of injuries. Fortunately Race Week Physician, Dr. Bob, had seen fit to make room for his medical kit in his duffel

7.1 . . . 7.2 . . . 7.3 — there was some fast reaching in the last race.





bag full of water balloons.

The most seriously injured was a Santa Cruz woman by the name of Alicia, who raced on *Contrary to Ordinary* and was staying on *Blue Yonder*. In the process of priming *Blue Yonder's* kerosene stove she got burning alcohol on her clothes. She had the presence of mind to immediately jump into the water, but nonetheless suffered 2nd and 3rd degree burns to her arms, chest, and neck. Two days later it was decided she should return to the States, and she was eventually airlifted to a burn unit from the Tijuana airport. Everyone at Race Week wishes Alicia the swiftest of recoveries.

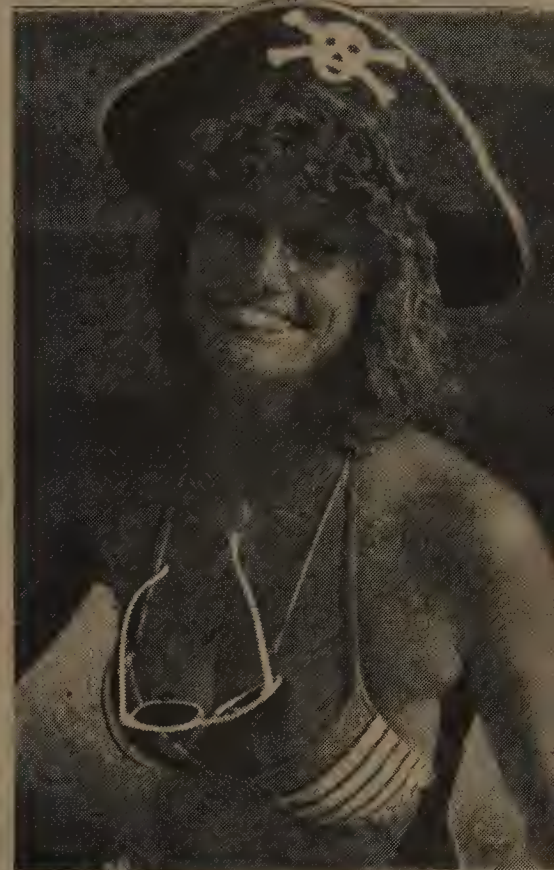
The folks on the Columbia 24, *Tola*, had one bad day. It started when the first mate came down with a very bad case of *tourista*. Then the captain took a fall and split open his chin. Luckily the anesthesiologist on *Asthesia* had sutures and some pain killers, and Dr. Bob was able to put the *Tola* crew back together again.

The strangest sailing accident actually entailed a bit of humor. What happened was that a crewmember on *Sheryl Ann* got his leg caught in the spinnaker halyard coil just as the spinnaker was being dropped. As the halyard coil shot aloft, his leg was yanked free of his torso and flew about ten feet into the air. Like everything dropped on boats, the leg first bounced on the cabin top, then the deck, and then inevitably into the water. Since you must finish a race with all of parts of all of the crew you started with, *Sheryl Ann* had to go back and retrieve the leg before they could continue on. Fortunately, it was an artificial leg.

There was one other instance of a close call. The folks on *Diana* had taken their dinghy to shore, and with it the sail bag. After a couple of hours on the beach they returned to their boat and dumped the bag on deck. Out slithered one of the area's many rattlesnakes. The crew whooped, hollered, jumped and stomped for a couple of minutes

before they could get the deadly thing overboard. Could you imagine the ignominy of dying on a sailboat from a rattlesnake bite?

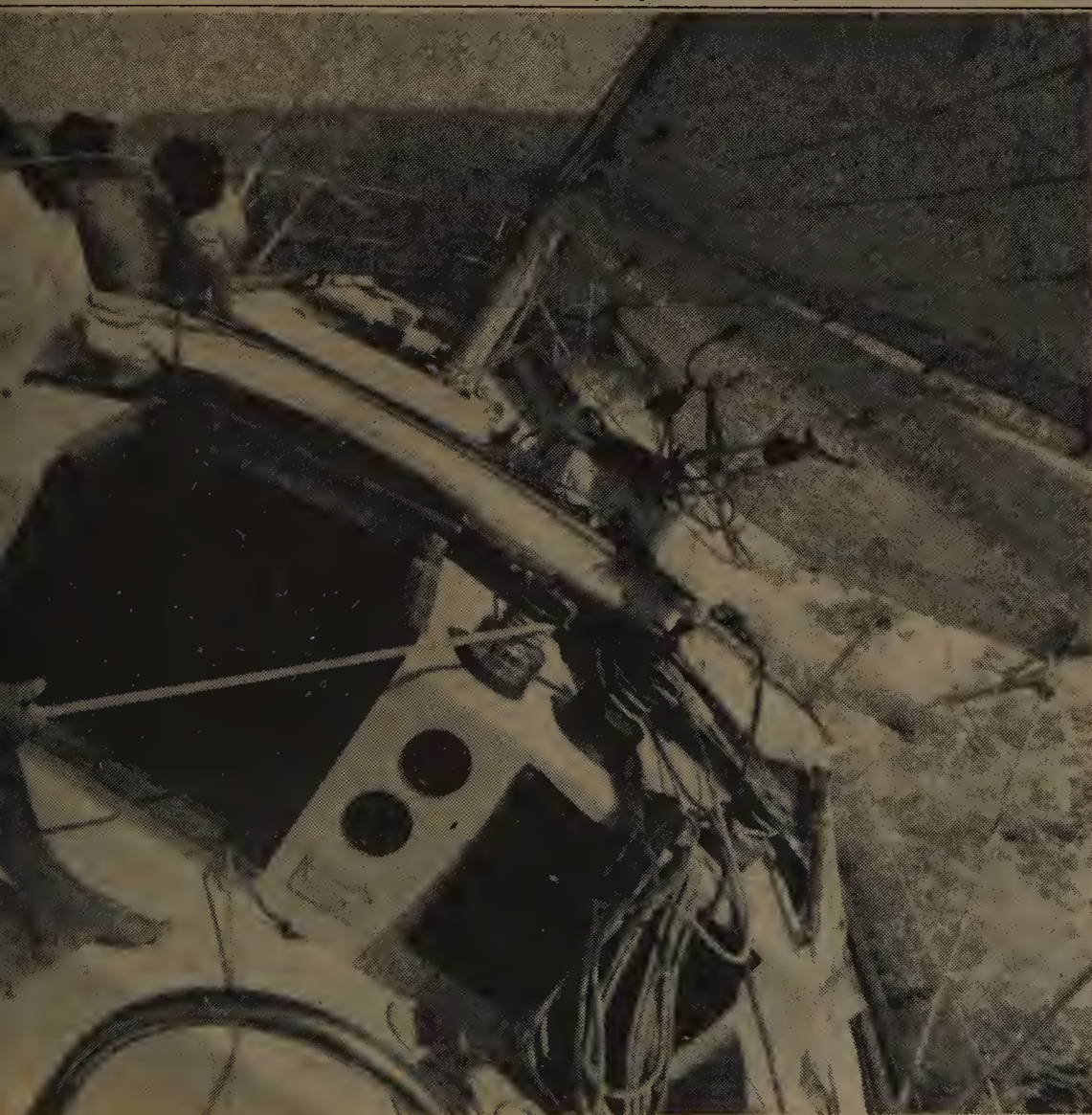
By this point in the week people were getting to know each other, and there were lots of interesting people to know. A good example was Ginna Ciszek of the Pacific Northwest. She'd previously spent five years sailing through the South Pacific on the 50-ft



Old friends got together to catch up on the winter's cruising news, plans for the future, and to make new friends.

gaff schooner, *Ismahael*, apprenticing in wooden boat repair. Three years ago she returned to Seattle and began construction of her own 30-ft gaff cutter, *Asia*, a one-off designed by Jim Franken. The toughest part of the building process was not the four layers of planking or the neophrene and hypalon between the layers, but the mundane task of "keeping on doing it". Ginna did endure, however, and sailed *Asia* down to Race Week with her dog, Skelly. After Race Week she would be continuing on to the South Pacific, New Zealand and Australia. Ginna typified many of the adventuresome free spirits at Race Week, who amongst themselves seemed to have been everywhere and done everything.

By the middle of the week there was also one pervading problem, radio abuse. And by radio abuse, we don't mean minor





# 1985 SEA OF CORTEZ

stuff. We mean people — mostly drunks — getting on 06, the channel used by everyone to contact one another, grossing out everyone. It started with jokes that got raunchy on what was to be the 'joke channel', 22. The jokes deteriorated into low quality stuff, at which point the drunks decided to switch to primetime on 06 and impose themselves on a fleet that didn't want them. From there the material plummeted to sexual innuendos about people at Race Week, then racial and religious slurs. Fun's fun, but this was a sorry exhibition by a small group of people.

Fortunately, there won't be any similar kind of gross radio abuse next year. Race Week officials have already had discussions with the Mexican government—which is very proud of Race Week—about preventing such abuse. The government has promised their assistance. A radio committee will be established to monitor the various channels,

and those who deliberately abuse the radio privilege will have the honor of getting to plead their case to the Mexican government. May God help those who find themselves in that position.

Friday's race was not only the last, but the best of the lot. The racing buoys were dispensed with, and scenic Isla Ballena and Los Islotes made marks on the 18-mile course. While the wind was light in the beginning, it built until the Olson 25 actually blew out its new mylar headsail. And, there were a million decisions to make: How close to round the lee of Isla Ballena? Do you play the shore or risk going offshore? How close to shore is too close? With a huge pro-

The Olson 25 'Scarecrow' blows out her mylar headsail while approaching the Los Islotes weather mark.





gressive in approaching the weather mark of Los Isoltes, do you tack early to try for the inside of the shift or do you sail the windier 'great circle' route? And finally, how to negotiate the big wind hole at Eclipse Point; do you try and sneak by close to shore where there was zero wind or do you make a big circle outside where there were at least zephyrs?

For the third straight time, Dan and Allison Winslow on *Illusions* made enough right decisions to go with their fine sizzling boatspeed to both finish and correct out first. Second in fleet was David Howie's Cavalier 32, *Handsel*. Latitude 38's *Contrary to Ordinary* nipped *Concerto* for third.

With a perfect record, *Illusions* took top honors in Class A for Race Week with 2.25 points. Bob and Barbara Rankin's *Concerto*, which was bridesmaid to *Illusions* in each race, finished second with 6 points. *Psyche*, an Islander 36 from Canada, was third in Class A with 10 points.

David Howie's Cavalier 32, *Handsel*, was first in Class B with 5.5 points for the week, followed by the Freya 39, *Contrary to Ordinary* with 6 points, and Ed Yarborough's Olson 25, *Scarecrow* with 6.75 points. This was the tightest division and wasn't settled until the very last seconds of the final race.

Race Week's Class C honors were claimed by Dan Kelly's Hunter 30, *Diana*, with a 4.5 points. Mike Riley's Columbia 24, *Tola*, was second with 5.75 points, and Howard Steen's Blackwatch 37, *Brigadoon*, was third.

*Illusions*, of course, was first in fleet for the

week with just 2.25 points. *Contrary to Ordinary*, despite finishing second to *Handsel* in class, was nonetheless second in fleet with 10 points, nipping the third place *Concerto* by just one point. While frustrating at times, it had been a good week of racing.

Dan Winslow was modest about his convincing victory, and dreamed up all sorts of excuses for why he won. He explained that after years of sailing Santana 20's and Cal 25's on the Columbia River, light airs and flat water were conditions that favored him and his narrow (10 foot beam) *Cascade*. Learning to create apparent wind is something racers must do on the Columbia River. Dan claimed the boat is tender and wouldn't have done as well without all the stores aboard for the passage to the Marquesas; nor if it had blown harder. He also claimed to have done well because the light air allowed him to use a 150 that had only been up six times before. Frankly, we suspect he would have done just fine in any conditions.

Winslow completed his *Cascade* 36, which was designed in 1965, from a kit in 1979. The only two changes he made were to use a six foot tall mast and replace the original plate and bulb keel (as found on Cal 20's) with a more modern one. Indicative of the success he's had racing the boat in the

Columbia River, it carries a PHRF rating of 114. Cal 40's rate 120 on the Bay, by way of comparison.

Dan credits President Reagan with getting him out cruising. A government economist for the Army Corps of Engineers, he got so fed up with administration policy that he quit. By now he and his wife should be enjoying the sailing in the Marquesas.

With Race Week's yacht racing wrapped up, the many other shoreside competitions were concluded on Saturday morning. Winners in the various competitions were as follows:

Volleyball: *Handsel's* team, with Dave captain.

Dinghy sailing: Brian, *Sisu*.

Dinghy rowing: Larry, *Infinity*.

Power dinghy racing: unlimited class, Marty, *Tura Lura*. Under 5 h.p. and overall winner, Brian, *Sisu*.

Windsurfing: Dennis, *Be Gentle*.

Windsurfer paddling: Under 40, Dennis, *Be Gentle*; over 40, Jim, *Zulu Queen*.

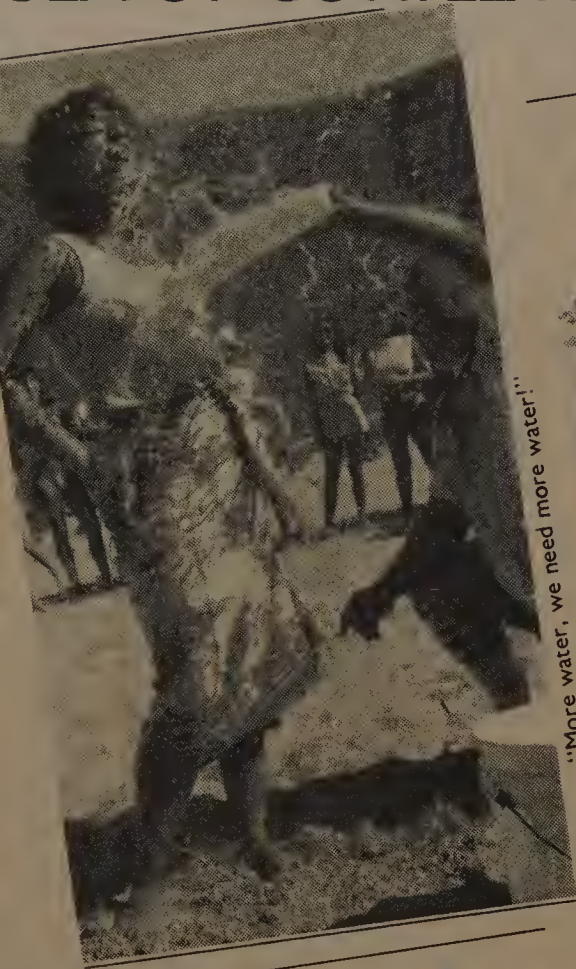
Swimming: Heather, *Notorious*.

Fishing: Rod & Reel, Scott off *Victor*, with





# SEA OF CORTEZ RACE WEEK



"More water, we need more water!"



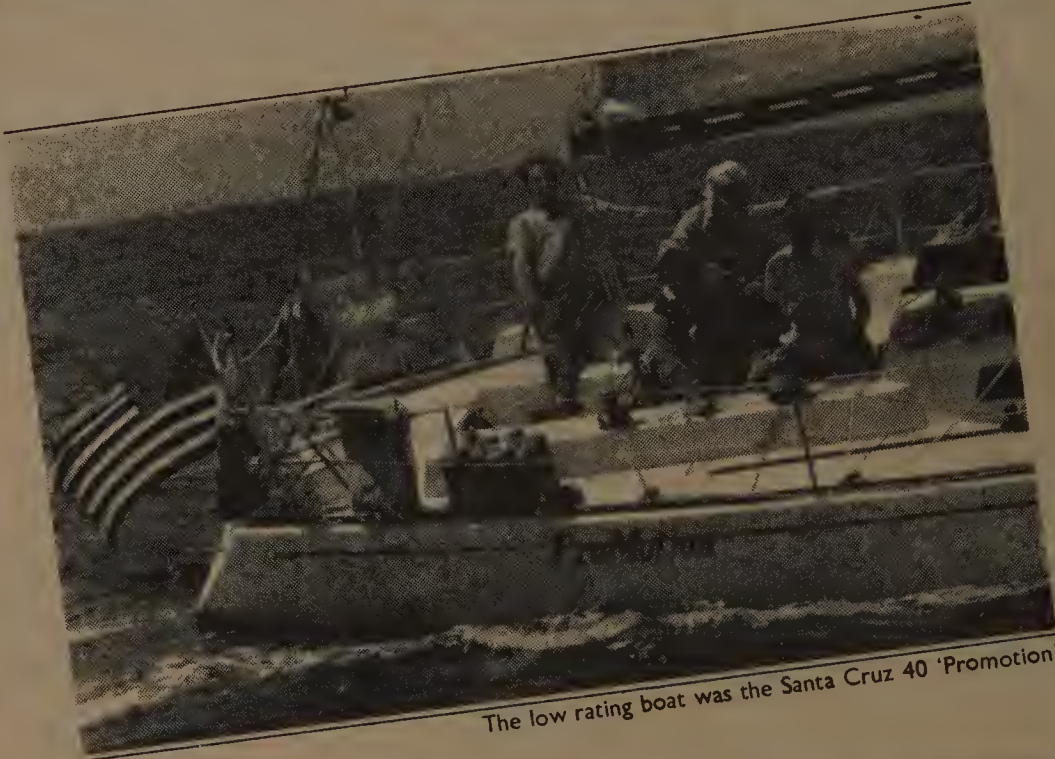
Ginna Ciszek.



"Turn 'em around, let's see 'em again," the women yelled.



The pinata was big with the little kids.

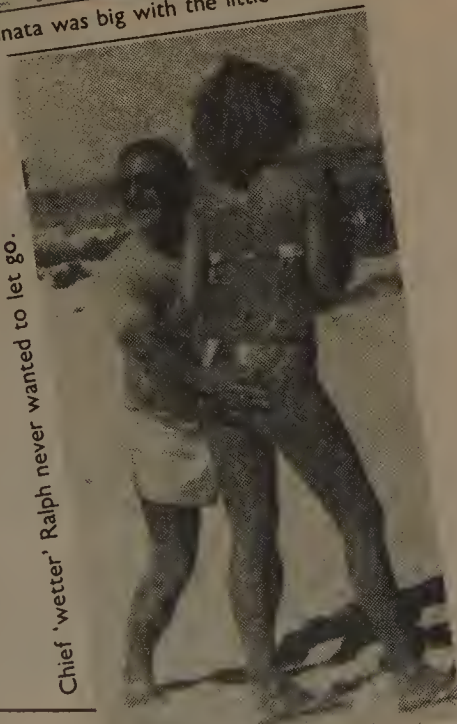


The low rating boat was the Santa Cruz 40 'Promotion'.

Dennis walked away with lots of trophies — and rum.

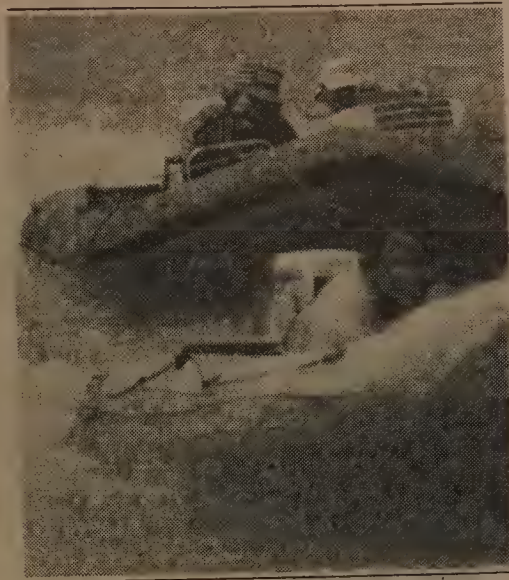


Chief 'wetter' Ralph never wanted to let go.

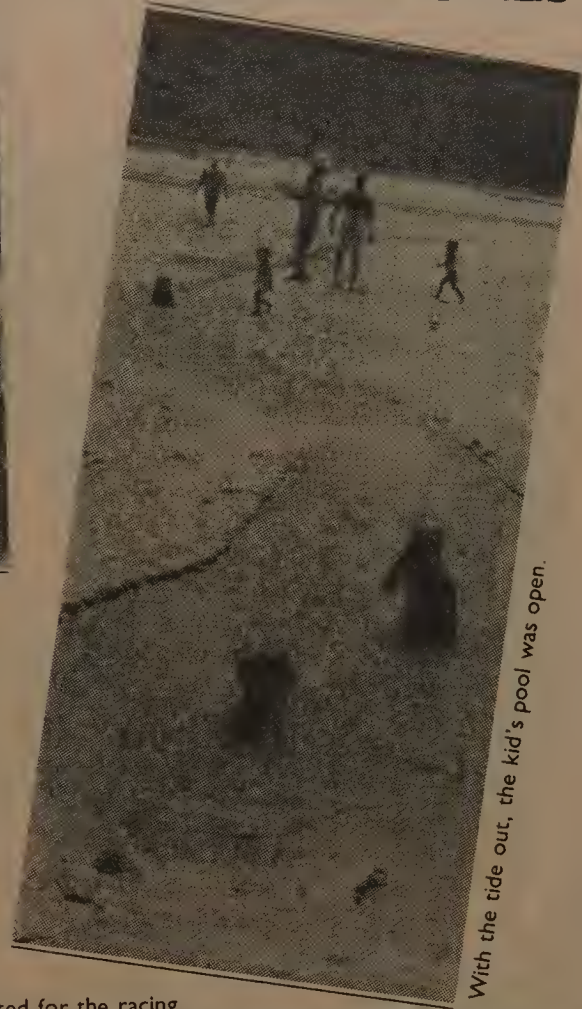




# IN PICTURES



Some racers went on a power trip.



With the tide out, the kid's pool was open.



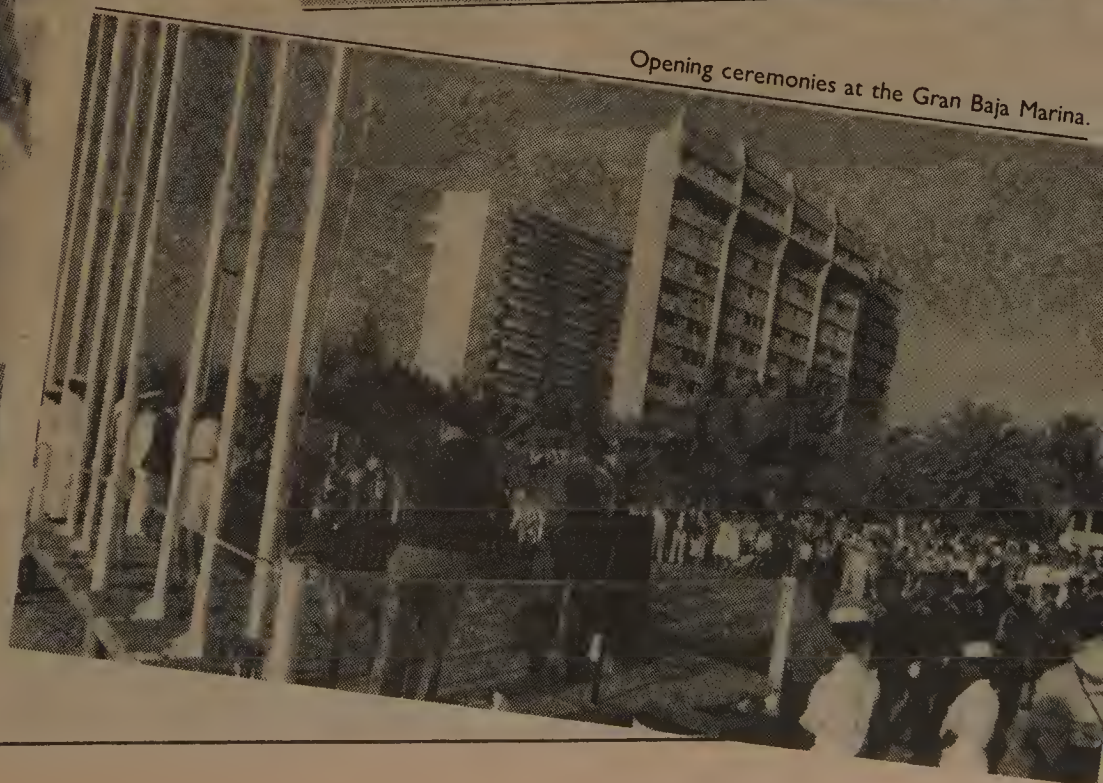
Susan was untouchable in a wet t-shirt.



Light air predominated for the racing.



A 'good hand' at cards.



Opening ceremonies at the Gran Baja Marina.



# 1985 SEA OF CORTEZ

a 12-lb bonita.

Spearfishing: Largest, Steve, *Como No*, 31-lb amberjack. Most, Ron, *First Class*, 5.

Sandsculpture: Pat, *Succki Tu*, with a mermaid.

Flipper Racing: Merryn, *Tortuga*.

Horseshoes: Singles, John, *Star*. Doubles, Peter and Hunter, *Contrary to Ordinary*.

And due to the generosity of Lee Simpson on *Harmony*, there was a treasure hunt for \$100 U.S. buried in — what else in the '80's — a tupperware container. Each morning on the net clues to the treasure's location were broadcast. That is until Wednesday, when longtime Bay sailor Wiley Stagg discovered it and claimed the treasure for himself and the boat he was sailing on.

With the mundane aspects of Race Week out of the way, it became time for the racy — as opposed to race — competitions. Needless to say, the anticipation of these events, which were the bikini contests for men and women, pompis mojas (wet buns) contests for the men and women, and



Horseshoe's was a popular competition, drawing more entrants than the golf tourney. John, off 'Star', won the singles.

a wet t-shirt competition for the women, was great.

Not wanting these events to develop a meat market atmosphere, it was announced that the men would have to go on display first or there would be no women's competition. That drew a few entries, but what started the stampede was the later announcement that the winners in the men's competition would be the 'wetters' in the women's competition.

In the men's bikini competition it was easy to distinguish the cagey Baja veterans from younger, more fit gentleman who might have appeared to be the odds on favorites. The Baja vets all had deep tans, pleasant paunches, weren't the least bit embarrassed, and were attired in their best Baja tux. For those not up to speed on fashions, the Baja tux is the skimpiest little nylon racing suit made. Barely legal as they are, Baja vets also use the tiny suits as carrying pouches, dropping in such items as cigarettes, matches, handheld radios, pencils — and in a few cases, socks. The result isn't very sleek, but they don't care.

John, a computer engineer off the San Francisco-based *Oliver David Jones*, relied on his wealth of experience to edge out the

A good Baja breeze — after the finish of the final race!



## 1985 SEA OF CORTEZ RACE WEEK RESULTS

CLASS	FLEET	BOAT NAME	TYPE	CLASS FINISHES
CLASS A				
1	1	<i>Illusions</i>	Cascade 36	1-1-1
2	3	<i>Concerto</i>	Kalik 40	2-2-2
3	7	<i>Psyche</i>	Islander 36	4-3-3
4	9	<i>Jester</i>	Bombay 44	8-4-4
5	12	<i>Tzinquaw</i>	P&H 41	3-5-DNF
6	17	<i>Freight Train</i>	SC 33	DNF-7-5
7	20	<i>Flops Sea</i>	Islander 36	7-6-DNF
8	18	<i>Arcoiris</i>	Baja 47	6-8-DNF
9	22	<i>Promotion</i>	Santa Cruz 40	10-DNF-DNF
10	26	<i>Brilliant</i>	Custom 49	9-DNF-DNF
11	27	<i>Pakelekia</i>	Stevens 47	—
12	27	<i>Sundance</i>	Stevens 40	—
CLASS B				
1	4	<i>Handsel</i>	Cavaller 32	1-4-1
2	2	<i>Contrary to Ord</i>	Freya 39	2-2-2
3	4	<i>Scarecrow</i>	Olson 25	3-1-3
4	6	<i>Mas Gusto</i>	Yorktown 39	4-3-4
5	12	<i>Harmony</i>	Carib 50	6-6-6
6	14	<i>Tevake</i>	Yorktown 35	7-5-7
7	15	<i>Expectation</i>	Peterson 44	5-DNF-6
9	21	<i>Adventure</i>	Perry 47	8-DNF-DNF
10	27	<i>Rainbow</i>	Valiant 40	—
CLASS C				
1	8	<i>Diana</i>	Hunter 30	3-1-1
2	9	<i>Tola</i>	Columbia 24	1-3-2
3	15	<i>Brigadoon</i>	Blackwatch 37	2-DNF-4
4	21	<i>Aquarius</i>	Alberg 35	5-2-DNF
5	19	<i>Softwind</i>	Cheoy Lee 35	4-DNF-3
6	24	<i>Drifters</i>	Cal 34	DNF-DNF-5
7	25	<i>Sheryl Ann II</i>	Columbia 28	DNF-DNF-7
8	27	<i>The Trlp</i>	Irwin 37	—
8	27	<i>Pelagian</i>	Gulfstar 37	—





younger, trimmer contestants. In particular, he did a little belly wiggle for the enthusiastic and vociferous female crowd, that seemed to mesmerize the mature ones and set the younger crowd aflame. It was no contest.

Having enjoyed the men's competition, enough women signed up for their bikini contest to require over-40 and under-40 divisions. Ingrid off *S'Urchin* won the former while there was a tie between two Mexican women for the latter. The co-winners were Rosamarie off of *Sundance*, and a young woman by the name of Claudia who had come up with some panga fisherman. No doubt Claudia is convinced that all Americans are more than a little muy loco.

With the conclusion of the bikini competi-

The Winslow's, Queen Kathy, Lic. Garcia Soto from Tourism, and Commodore of the La Paz YC, Alberto Morphy.

tion, everyone was primed to join in the wet buns fun. Some 42 men signed up for the wet buns contest; about an equal number of women signed up for theirs. Perhaps you had to be there to appreciate how wholesomely funny it all was and what a sense of togetherness it created. The effect was that of group therapy more than titillation. Many of the entries in both contests were over 40, and almost invariably the older ones got the greater applause. It was as if everyone was saying that you needn't be a 10 to be appreciated in the cruising crowd.

After much uproarious shouting, Dennis' buns, off *Be Gentle*, were acclaimed 'best' by the women. For the women's competition, the job of 'wetting' fell into the capable hands of Ralph from Black Point's *The Trip*. A former fireman, Ralph seemed to genuinely enjoy his work. Somehow he obtained a large chunk of ice, with which he iced everyone's buns before wetting them. After Rosalie on *Amistad* won the competition, the women sought to get their revenge by picking up Ralph and dumping him in the water. Unfortunately for Ralph, the tide had gone way out and they had to settle for dropping him in a large puddle.

Another large crowd of women signed up for the wet t-shirt contest. With all the contestants and all the run-offs, an almost non-stop bucket brigade was required to keep the wetters in water. There were some stunning and enthusiastic participants, many of whom didn't even make the finals. But when it came to the finals in this game of inches, a very worthy competitor, Susan Nork of Northern California, shook off all the com-

petition to win by proclamation.

The wild and craziness over, all that was left was the closing ceremony the following morning. But first and in deference to the fact that it was Easter, the 'reverend' Lara put down his beer and cigarette, and attired in his best Baja tux in front of what appeared to be an altar covered with bottles of Ron Rico rum, read a few appropriate passages from the scriptures. It was a touching ceremony, in the best traditions of frontier religion.

The short service over, the many plaques and trophies were presented. Alberto Morphy then made an emotional speech expressing gratitude for everyone's friendship, and inviting everyone back next year. Finally, Lic. Garcia Sota from the Department of Tourism officially closed the second Sea of Cortez Race Week.

Next year's Race Week dates have already been confirmed with the Mexican government. Opening ceremonies will be Easter evening, March 30, and Race Week will run through to closing ceremonies on the evening of April 5. With Race Week starting rather than ending on Easter, it's expected those flying in will have a much easier time getting tickets in and out. For those of you wanting to attend next year, now is not too soon to think about reserving one of the few boats. Campers will again be welcome, but for god's sake remember there is absolutely nothing at Caleta Partida; no food, no water, no cooking facilities.

We'll look forward to seeing all of you there, remembering that the third time is a charm.



# DOUBLEHANDED

Seth Bailey was stunned. The amicable skipper of the Catalina 30 *Fat Cat* sat with a big, handsome wall clock made of polished wood and brass in his lap. He just stared at it. Around him the crowd from the awards presentation for the sixth annual Doublehanded Farallones race was breaking up at the Metropolitan YC in Oakland. Ten minutes earlier, Seth and his crew Michael Naylan had been overjoyed at having won their division. Then came the announcement that instead of finishing second overall in the 117 boat fleet, *Fat Cat* was the winner! How Bailey emerged triumphant is a long



A Santana 35 charges under the Gate to the finish.

and twisted tale. Light winds and a strong ebb tide on April 13th at the San Francisco City Front created havoc at the starting line for eight divisions. Many yachts barely had enough speed to beat the tide to the line, and pile ups ensued. Some entries hit the marks, some hit each other and several had no choice but to motor back in order to make a proper start. A half hour penalty was assessed to those who fell into the latter category, some of whom sailed excellent races but dropped out of the winner's circle when the penalty was invoked.

One such boat was Brian O'Donoghue's, Cal 27 *Wildflower*. Brian and his crew Mark Phillips weren't in the bumper cars scene at the starting line, but they were ten minutes late for their start in Division 6. "We were motoring like hell to get there when our gun went off," says Brian. The racing rules state that auxiliary power must be shut off at the

five minute preparatory signal, however.

**W**ildflower went on to sail a superb race, revelling in the building westerly as they beat out to the Farallones. "The waves were spaced so that we rode up and over them easily," reported O'Donoghue, "but the 35 to 38 footers were smashing their bows into them." *Wildflower* passed more than 30 boats on that leg, and scooted back to the Golden Gate in a three knot flood tide for a

'Sparky', left, tries to outrun 'Mistral', which won Division IV. Inset, Michael Naylan, left, and skipper Seth Bailey, overall winners.

finish at sunset. Without the half hour penalty, *Wildflower* would have won overall by seven minutes.

For a while, it looked like Franz Klitza's Santa Cruz 27 *Bløody Mary*, was going to take home the overall prize, but that was not to be either. Franz and his son Ian had a race long duel with Bren Meyer's SC 27 *Hot Flash*, on which Michael Schaumburg





# FARALLONES



LATITUDE 38 SHIMON



Robert Wohleb, winner of Division II.

shortest course out to the rocks and back. Real clean, real simple, real effective.

Bailey wasn't the only first timer to win. Robert Wohleb skippered his Sonoma 30 *Red Stripe* to victory in Division 2 for the larger ultralights. He had help from crew Jim Gannon, who had done the race before on a different boat. Another first timer was Bob Becker in the Concubin 38 *Mistral*. This was Bruce's first race ever, so he thanks his experienced crew Bruce Schwab for the assistance.

*Mistral* had a good boat for boat battle with *Sparky*, the much lighter but smaller Mull 30 skippered by Mark Rudiger. Unfortunately for Rudiger, his yacht had a much lower



LATITUDE 38/JOHN

Wohleb's Sonoma 30 'Red Stripe', crewed by Jim Gannon.

crewed. Veterans of many ocean racing miles, these two yachts traded the lead several times, with Klitza easing ahead at Point Bonita on the return. When the final times were totalled up, *Bloody Mary* had the best time in the fleet. Franz didn't show up to collect his prize on Thursday, April 18th, however, and it was brought to the race committee's attention that *Bloody Mary* had touched the starting mark and not re-sounded to make a legal start. Result: one DSQ and a very surprised Seth Bailey.

Seth and Michael have been sailing together for eight years. They've cruised Southern California together and raced on the Bay and in the Friday night series on the Estuary. This was their first Farallones race. They both swear they were just out there to have fun, which might disappoint the die hard racers. Seth admits they were lucky at the start, "floating across the line" without hitting anything. They hand held their sails in the light air, popped the chute as an easterly filled in under the Gate and just sailed the



# DOUBLEHANDED

rating (PHRF 78 versus *Mistral's* 114) and he was unable to open much distance before the final sprint in the Gate. "It's a great feeling to do so well," says Becker, a retired Navy man.

Leading the fleet home on elapsed time was Barry Parkinson's *Buccaneer* 33



LATITUDE 38/JOHN

Casting shadows in the afternoon sun.

trimaran *Waimea*. Barry won the singlehanded version of the Farallones race the week before, but had trouble getting out of the blocks in this one. He and crew Hans Vilhauer spent several frustrating minutes without steerageway as the Olson 40 *Prime Time* and Santa Cruz 40 *Shaman* ghosted by with their light headsails. The trimaran caught up to round even at the Farallones and blasted by on the close reach in. Barry blew it tactically, though, by staying south on his approach to the Gate — "I thought the

Division winners (from left to right) Bren Meyer and Michael Schaumberg, Johanna Weir and Jim Fair, Bruce Schwab and Bob Becker.



LATITUDE 38/SHIMON



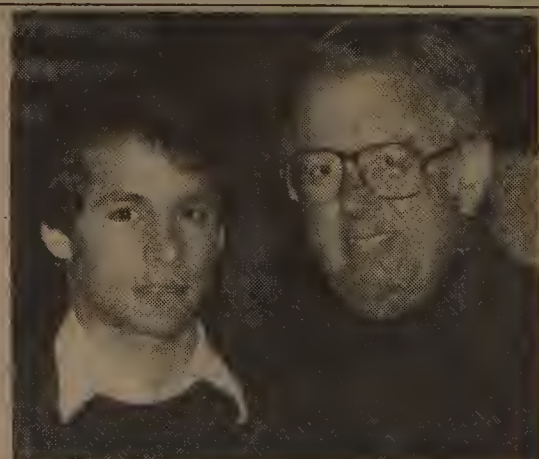
LATITUDE 38/SHIMON

tides were the same as the week before!" he admits — while the ultralights went north and made up at least 15 minutes on him. Parkinson says he still got a kick out of the race, which involved strategy and luck as well as flat out speed sailing.

Perhaps the best come back story of this year's race was Jeff Kurtock's Cal 25 *Blue Goose*. In his first attempt at the race in 1983, Jeff and crew Steve Rosenblum took



LATITUDE 38/SHIMON



LATITUDE 38/SHIMON





Much discussion took place after the race until it was decided that although the race committee hadn't intended it to be OK to go inside, they couldn't grandfather *Blue Goose* out of their division win. Kurtock also placed ninth overall, a trend he finds quite pleasing.

Since Kurtock's experience as Tail End Charlie two years ago, the position has been noted officially by the race committee. Ed Ruszel and Gary Cox on the *Coronado 25 Swish II* had the dubious honor this year. For their efforts they received the book *There and Back Again*, a chronicle of cruising around the world written by Joanne Sandstrom, wife of race chairman Don Sand-

Winning a trophy wasn't the only reward for others in the fleet. For Pam Buda, crew on Peter Clutterbuck's *C&C 38 Alliance*, there was a bigger item on the agenda. Three years ago Pam was the sailing partner and lover of Larry Ohs. The two had doublehanded thousands of miles together. For the 1982 Doublehanded Farallones, though, Larry made arrangements to crew on *Sweet Omega*, a Ranger 22 owned by Janice White. A ferocious southerly storm hit the fleet during that event. Larry and Janice disappeared and only a small piece of their boat was recovered. For Pam, the past three years have not been easy.

"I still sail a lot," she says, "maybe even more than before. I had never done the race,

## DOUBLEHANDED FARALLONES RESULTS

BOAT	TYPE	SKIPPER	CLUB
<b>Div. 1</b>			
1) <i>Waimea</i>	Buccaneer 33	Barry Parkinson	BAMA
2) <i>Sundowner</i>	Buccaneer 33	Joe Therriault	IYC
3) <i>Otra Vez</i>	Piver 30	Dave Custodio	BAMA
<b>Div. 2</b>			
1) <i>Red Stripe</i>	Sonoma 30	Robert Wohleb	CYC
2) <i>Shaman</i>	SC 40	Rod Park	RYC
3) <i>Tres Equis</i>	Beneteau 10	Rick Lowrey	SYC
<b>Div. 3</b>			
1) <i>Hot Flash</i>	SC 27	Brendan Meyer	GGYC
2) <i>Friday</i>	Express 27	John Liebenberg	RYC
3) <i>Next Day Air</i>	Olson 25	Tom Thomas	CAYC
<b>Div. 4</b>			
1) <i>Mistral</i>	Concubin 38	Bob Becker	TIYC
2) <i>Wizz Lass</i>	Tartan 10	Len Jackson	OYC
3) <i>Wild Goose</i>	Nordic 40	Jim Corenman	CYC
<b>Div. 5</b>			
1) <i>Not Yet</i>	Merit 25	James Fair	CSC
2) <i>Surprise</i>	Hunter 34	John Rolien	Presidio YC
3) <i>Alert</i>	Wylie 36	Mike Lingsch	Tiburon YC
<b>Div. 6</b>			
1) <i>Fat Cat</i>	Catalina 30	Seth Bailey	Island YC
2) <i>Mischief</i>	Ranger 26	Ed Towle	Island YC
3) <i>Viking</i>	Santana 525	Matt Soderer	Sequoia YC
<b>Div. 7</b>			
1) <i>Blue Goose</i>	Cal 25	Jeff Kurtock	CSC
2) <i>Endless Time</i>	Ericson 27	Dave Izant	
3) <i>Beautiful Noise</i>	Catalina 27	Peter Vasey	
<b>Overall: Fat Cat, Mischief, Hot Flash, Not Yet, Mistral, Wizz Lass, Friday, Blue Goose, Wild Goose, Surprise.</b>			

strom. They also got a small rubber sailboat for "more practice at home." Ruszel, who didn't finish the race last year, took the honor in good humor. "Hey, we got to the Farallones in the fog," he says. "Everyone else missed that!"

but this year I decided to go. I carried a bottle of 1982 vintage champagne on the boat and after the race I poured three glasses: one for Peter and I and one for Larry. It was good to check in with his spirit out there."

— latitude 38 -sue

A light easterly aided by a strong ebb got the fleet out the Gate in a hurry.

the southern route on the way out. "We had cruised there before and had found the wind lifted us right up to the island," says Jeff. Two years ago, the lift never came and they ended up dead downwind of the island and dead last in fleet.

This year Jeff and Steve took the northern route, and they still had to tack once to clear the rocks, but the damage wasn't bad. Rounding the southern end of the island they cut inside the rock that lies about 100 yards offshore. "We had done it before and no one objected," says Jeff, "and I think it's actually safer because there's no rocks and it's more protected." Their nearest competitor, Peter Veasey's Catalina 27 *Beautiful Noise* didn't think the move was kosher.



# BARBARY COAST

One of the most active boating organizations in the Bay Area is the Barbary Coast Boating Club. Never heard of it? They meet at the Berkeley YC and easily pull in 50 to 60 members monthly from as far away as San Jose and Napa. What draws BCBC members is good company, programs about boating safety, films, Tupperware parties and even white elephant sales. Along with the popular meetings, they schedule at least one monthly cruise and raft-up either in the Bay, on the Delta or offshore for which an average of 15 boats turn out. That's membership participation and a schedule that would make most yacht clubs



Peter Zajichek.

envious. If the name Barbary Coast Boating Club still doesn't ring a bell, it's because the organization keeps a low profile around the rest of the boating community. With more than 130 members, BCBC is a club for gay people who enjoy sailing and socializing with one another.

"The idea was to learn a lot more about sailing of all kinds," said Chris Brandmeir, a past vice commodore who recently sold his Valiant 32. "We wanted to get together with other gay men and women but we didn't want the structure and expense attached to a yacht club. No one is excluded from membership on the basis of whether they have a large boat or lots of money."

"We're really expensive," laughed Chris. "Our membership dues are \$30 a year and that's it."

Just 3½ years old, BCBC attracts both sail and powerboaters as well as non-boat owners. Everything from 10-ft sailing dinghies to large bluewater trawlers are on the club's roster. BCBC is a non-profit association with the usual commodore, vice commodore, steering committee and bylaws structure. Computers keep track of members and boat owners. Although BCBC'ers are

primarily men, a handful of women belong and participate in policy making.

Besides the monthly meetings and well organized cruises, the association publishes a

years ago seeking other gay people interested in boating. That started us with a core of 30 people and it has grown ever since. We've had a number of opportunities



Raft-ups are popular events.

professional newsletter written with a sense of humor that includes raft up reports, future activities and boating maintenance hints. Members might read about changing fuel filters, fishing trips or an Easter egg decorating contest. Some articles have a gay emphasis. For example, one local boat that went down the coast to Mexico stopping at ports along the way, wrote back.

"A note here about other gay boaters on this circuit. There weren't any! Sure would have been nice to run into another boat with a Cuisenart."

For the past two years, BCBC has been lead by commodore Jerry Loomis, a long, lanky man, who along with his lover, Peter Zajichek, have been involved since the group was formed.

"We put an ad in *Latitude 38* about four

to advertise in some of the gay publications, but we've turned that down. It would be easy to get a whole bunch of people who are not sure of what they want. We're really not looking for the gay social element; we're interested in people who enjoy boating," said Jerry.

Jerry and Peter live aboard their 58' sumptuous custom trimaran, *Kia Ora*, which they tie up to property they own on the Oakland-Alameda Estuary near San Leandro Bay. This is their third big boat. Over the years, they have moved from a 45' Coronado to a 40' Cheoy Lee to *Kia Ora*.

"We went to a tri because we wanted more space. That was the prime reason. We couldn't go longer because it would take more than the two of us to handle it. The



roominess makes it easier to live on and since it doesn't heel over, we're not rearranging our living room on every tack," said Jerry. Like many BCBC members Peter Za-

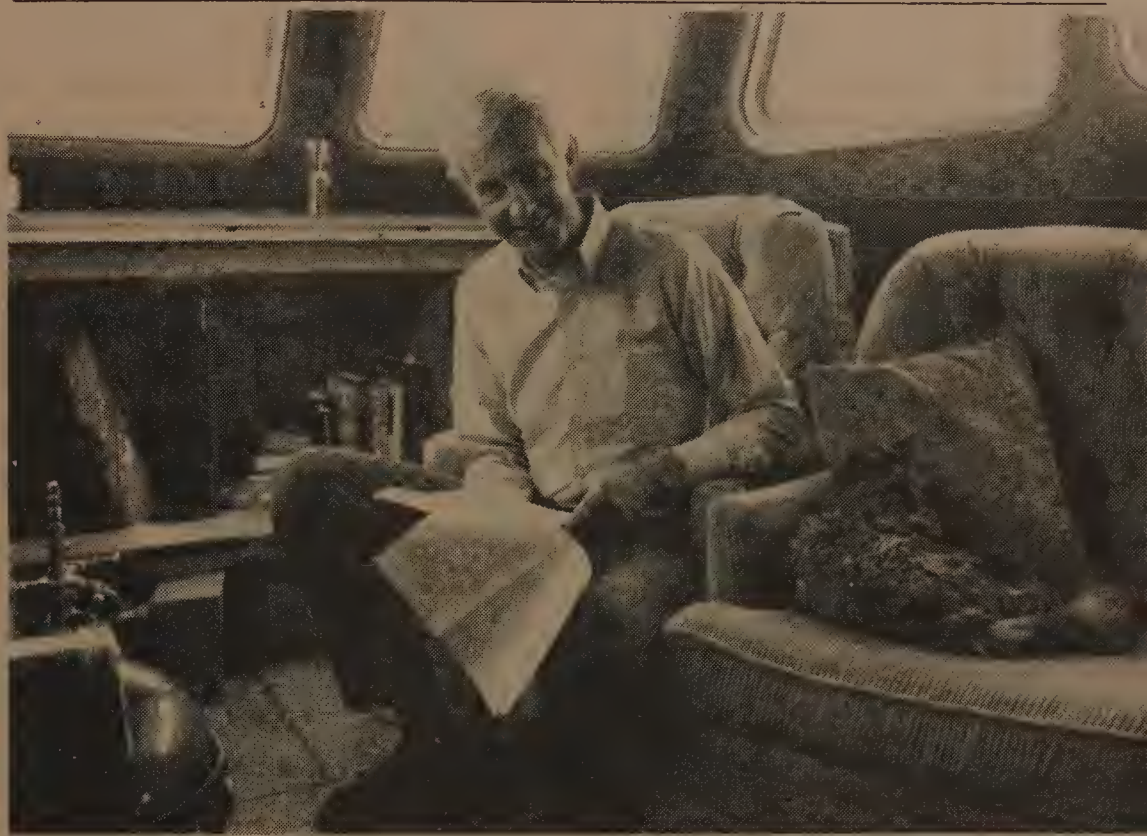


COURTESY JERRY LOOMIS

jichek learned to sail as a kid. "We had a summer house on Puget Sound and when I was six I was given a 6-ft dinghy. The next year a 1½ hp motor was attached to it. I had the responsibility of using it and keeping it maintained. The next year there was a 10-ft aluminum boat with a 9 hp engine. And the next year, a 14-ft wooden boat with a god awful old 20 hp Merc. I didn't leave that boat for a day. The minute the tide went out, I had to bail out the boat. I never knew how that thing stayed afloat," recalled Peter.

Peter took sailing lessons at Lake Merritt in El Toros. But it has been a big leap from dinghy sailing to mastering *Kia Ora*.

"I have made it a practice to take each of the boats we've had out by myself. I may come back exhausted but it is something I know I can do. This boat is the easiest of the three we've had for me to sail. It is here for our pleasure and comfort, and not to im-



press and please anyone else. If we're going up the coast and it looks like it is going to be obnoxious, we throw up a steadying sail and crank up the engine. We're doing this for enjoyment, not to be butch about the whole thing," said Peter.

The elegant *Kia Ora* with her cozy hot tub, wet bar and washer and dryer, acts as host

Commodore Jerry Loomis and Fred below on the luxurious '*Kia Ora*'.

have experienced that rush of adrenalin when the five minute gun goes off.

John Evans, another founding member who lives aboard his 46-ft cutter in Brisbane, is what you might call a retired racer. A few

Everything from  
10-ft sailing dinghies  
to large bluewater  
trawlers are on the  
club's roster.

boat for some club special events. She's also sailed on as many monthly cruises as possible. BCBC members usually travel in a group when voyaging offshore, but some people venture off by themselves. This summer, Don Lind and Paul Latimer from Napa will be cruising to Canada and Alaska on board their 40-ft bluewater trawler, *Stud*.

**F**or the most part BCBC members are not racers, but there are some sailors who



years back he was winning all the pickle dishes that Galveston Bay in Texas had to offer.

"I suppose the reason that I took on sailing in a competitive manner was that I was never ever really good at other sports — basketball or football. I suddenly discovered that sailing



# BARBARY COAST



GLEND CARROLL

was something I understood and understood as well as most and better than a lot. I was very much an avid ocean racer. I still hold records from Biloxi to Cozumel that are unbeaten yet," said the gray-haired Evans. "When we went to the starting line, we pretty much knew we would come in third or better."

When John left Houston, he had participated in 54 races that year, sometimes two a day. Hoping to continue his winning streak on the Pacific coast, he had his Yankee 30 trucked across the country.

"Two things hit me when I moved. I was

John Evans, Larry Peterson and Willy aboard 'Eagle II'.

"Also, once you have proved to yourself that you can win consistently, there is something in the challenge that gets a little shallow after a while. And I got tired of the equipment expense, the constant updating the boat and crew organization. If you are racing with an all gay crew as I did, it took time to get these guys all together and on the boat and with a minimum of hangovers. It got to be too much of a hassle."

John switched over to the cruising mode after a relaxing charter on the Caribbean. For the first time on a boat he experienced hot water, an electric anchor windlass and enough room to move. That paved the way for *Eagle II*, the 46-footer from Taiwan that he lives aboard. John finished it off himself, including designing the winches, and had it rigged for racing. *Eagle II* was campaigned briefly in PHRF offshore, but has more or less been retired to comfortable day sailing and long weekends in the Delta.

Evans, who has been in and out of Power Squadrons, Coast Guard Auxiliary and yacht clubs his whole life, is pleased with the success of BCBC. Eight years ago, he along with other gay boating friends tried to start up a similar organization that eventually fizzled out. Today the Barbary Coast Boating Club takes its place alongside other gay boating clubs in Southern California and Seattle.

The growing popularity of the club presents a double edged sword for some members.

used to winning. Out here, the MORA competition was very good and a knowledge of local conditions is really required. We weren't winning with the frequency that we were before. I'm not saying that I stopped racing because I wasn't winning, but I must admit that was part of the formula.

As mentioned earlier, BCBC members don't have to own boats. In fact, about 40% of them don't. Membership chairman, Jon Cain, is an active non-boatowner who learned to sail in Ohio. "I started sailing with my stepfather on a 27-ft Tartan when I was 14 or 15 years old and really enjoyed it. Three years after I moved to California I heard about this club. I thought it would be great for me. It would get me out the door. I hate going to bars. I can't stand it, so this would be a chance for me to get to know people I would really like to know," said Jon.

Not owning a boat has never been a drawback for getting out on the water. Jon can consult a computer list of volunteer boatowners and with a call find out who needs crew for the weekend. Like most BCBC members, he enjoys the camaraderie of the large raft ups. But the growing popularity of the club presents a double edged sword for some members. It is hard to keep a low profile when 15 boats raft up





# BOATING CLUB

together as they did at the new Benicia Marina recently.

"We have an outing each month and we go to a certain area. Here we are 60 to 70 men strong. The people around us figure it out after an hour or so," said Jon.

Although the BCBC schedule is crowded with well-planned events, the group stays away from activities that involve the general boating public. For example, on Opening Day, the club will hold a weekend long celebration which will draw close to 200 people. Even a floating brass band is expected to add to the festivities.

"There is a group that will want to brave the water and make the circuit," said East Bay member Gary Nock. "But I think to some degree we reflect the gay community. It is a problem to be completely a part of everything. We are always very conscious of the people around us. We want to be involved but we also need a space where we can be ourselves."



LATITUDE 38/JOHN

Above, Jon Cain. Below, members come from all walks of life and all boating interests.



COURTESY JERRY LOOMIS

Because BCBC is not a member of PICYA or a sanctioned yacht club, the group doesn't have reciprocal privileges at yacht clubs and doesn't sponsor boating events that would include the rest of the water oriented community. That also presents a problem for some BCBC members.

"We have a little bit of a barrier to tackle and I don't know if we want to do that. The club is divided between some people who feel very strongly that they need to go out and make a way for gay people in the world — push a little to occasionally make progress. Then there are those who don't care to confront anybody. They just want to sail and have a good time by themselves," said Gary, a former sailboater who recently purchased a 34-ft trawler.

Although some of BCBC's concern about moving into the straight boating world may be well founded, when they do, they are often surprised.

"We were literally blown away by the Berkeley YC where we have been meeting for the last two years. Let's face it, we were meeting in the backrooms of gay bars or wherever we could find a spot. Berkeley YC opened their arms to us. Then we had long discussions at our meetings about whether

"We're not interested in the gay social element; we're interested in people who enjoy boating."

we should do anything about not offending other yacht club members. But it has worked out beautifully and we have great love for the people at BYC for making it possible," said Gary.

For the men and women who are BCBC members, whether they are sail or powerboaters, the organization is a unifying force. "The club is the common thread," said Gary. "It brings us all together. Thanks to BCBC we are able to enjoy that togetherness on the water."

The Barbary Coast Boating Club meets monthly at Berkeley Yacht Club. For membership information, contact Jon Cain at (415) 753-5017.

— glenda ganny carroll



# GO SAIL

It took a while, but the California sport that put a sail on a surfboard is finally catching on in its birthplace. For various reasons, boardsailing has had a hard time being accepted by Americans. Sometimes you fall off and get cold and wet, which is yucky. And then there were original designer Hoyle Schweitzer's monumental legal battles to retain patent rights over his creation in the U.S. Meanwhile the Europeans found out skimming across the water on their sailboards was almost as fun as sex, and the sport exploded on the continent. We Yanks aren't dumb, just stubborn sometimes.

Not only is boardsailing winning converts among the general public, but more and more "real" sailors are jumping onboard too. Take Oakland's Ed Bennett, for example. A member of the 1972 U.S. Olympic sailing team, Ed has been sailing centerboard and keelboats more than 20 years. He had tried a sailboard a few times on hot afternoons at Clear Lake, but didn't really catch the bug until last October. Now you can hardly find him at home in the afternoon — he's at Berkeley or the City Front whipping about and having a ball. "It's more fun than I've ever had sailing before in my life!" he says unequivocally. "I think about it all the time."

There are plenty of reasons to enjoy this sport. You certainly don't have to be rich — you can be on the water with a new board and sail for under \$1000 and a good used board costs half as much. A person of average strength can carry the board from

the top of their car to a handy beach or dock. There are only a few moveable parts to rig, and if it's warm enough all you need to wear is a bathing suit. And on a hot afternoon, falling in can be as much fun, if not more, than sailing around. When the breeze picks up a bit, the sensation of flying like a big bird across the waves is downright fantastic!

The key to boardsailing, often called Windsurfing after the original product manufactured by Schweitzer, is balance. There's no rudder, so you steer by moving the sail forward or aft, to weather or to leeward. The shifting of the center of effort relative to the center of resistance, which is down near the daggerboard, is what causes you to turn. Your arms act as sheets and guys, spilling wind when a puff hits and trimming in when it lightens up. Your torso counteracts the force of the sail, and just like in snow skiing, you "bend zee knees" to adjust to the conditions.

Learning to boardsail used to be the toughest part. "Windswimming" was a fairly accurate way to describe one's initial awkward efforts. As the sport has grown, though, techniques for teaching it have improved. In fact, the first two Windsurfing schools in the nation started right here in the Bay Area. Glenn Taylor originated his in Foster City back in 1974, and Ted McKown started in Sausalito shortly thereafter. As the growth of the sport has accelerated, more schools have opened and you can now find them ringing the Bay and spreading inland too.

Boardsailing teachers realized a long time ago that putting a beginner immediately on a board out on the water was a mistake. There's too much information to absorb and stay on your feet at the same time. The solution came in the form of a dry land simulator, one version of which was invented by Taylor. This device is simply the center part of a board mounted so it can pivot freely. The student moves the sail about and the board responds just as it would afloat. "The simulator is crucial to the process of learning," says Taylor. "Our students don't even hit the water until they know how to sail."

The simulator allows the student to go through all the maneuvers he or she will do when they're actually sailing. The instructor can even pose situations to them, such as another board or a boat coming at them, and coach them on a response. "It's not exactly the same as being on the water," says Neva



LATITUDE 38/SUSHIMON

Griggs, a teacher at McKown's Sausalito school, "but it gives you a good idea of what's going to happen."

Most schools, whether they operate under official Windsurfer approval or under another system such as the Boardsailors Instructors Group (BIG), spend the first hour or so of a six hour course on the simulator. Students then move to the water to complete their training, which is usually spread out over two days. Both Windsurfer and BIG



MICHAEL KANE

Alameda's Crown Beach.





Neva Griggs, left, explains boardsailing with the aid of a land simulator.

certify those who pass the final exam, and graduates can use this accreditation to rent boards in the future.

Boardsailing's exposure in the media, particularly television and magazines, has helped hype the sport and has even spawned a professional tour with big prize money for the winners. Perhaps most dramatic is the wave jumping, an aspect of the sport which really took off in Hawaii. The

image of a boardsailor launching himself 15 feet into the air at Hookipa Beach in Maui is enough to get anyone stoked, although it can scare others away.

"Wave jumping is a totally different aspect of the sport," says Jamie Allen, who runs the Windsurfer school with her husband Tim at Lake Del Valle near Livermore. You don't see much crashing surf on this five mile long lake, but that doesn't stop the 200 people a day who take lessons there during the summer. Hundreds others rent boards or bring their own for a day of fun in the sun. The

Allens are operating the second largest Windsurfing school in the country, and they want people to know you can have a blast at whatever level you want. "Boardsailing requires finesse," says Jamie, "not a lot of upper body strength. We find the timid housewife will often pick it up faster than the body builders, the surfers and even the big boat sailors."

"Women tend to learn more quickly," echoes Bob Ergun of Windsurfing



## SOME PLACES TO LEARN

San Francisco Bay, with its reliable summer winds and large sections of open water, not to mention the lakes and reservoirs in the surrounding areas, is one of the better boardsailing areas in the country, if not the world. Conditions range from those suitable for experts, such as wave jumping at Waddell Creek near Santa Cruz or high speed sailing at Coyote Point and the City Front, to those appropriate for novices. Many of the latter have schools where beginners can test the water safely. Here is a list of some of those facilities:

**Foster City Lagoon** — Glenn Taylor's Bay Windsurfing school, the oldest in the country, operates here during the summer months. Mornings offer mild winds and flat water, ideal for lessons. They've averaged 650 students a year for the past three, and will soon be offering more advanced classes on Wednesdays. With 20 hours of practice you can join their Tuesday night sessions, which have produced world class board-sailors such as Ted Huang and Steve Willrich. For information, call 595-2285.

**Campbell Percolation Pond** — One of three lakes that filters water for the Lexington Reservoir, the "Perc" Pond of-

fers a great site for learning. About 200 by 150 yards, the site has a steady wind supply and if you get blown to the leeward shore you can easily walk back and start all over again. The Any Mountain sports shop has been running a school here for the last three years, and offers certification under the BIG system. Call (408) 255-2989 for details.

**Shoreline Park, Mountain View** — Surrounded by a grassy park, this 65 acre lake is a great family draw for a picnic, a boardsailing lesson or just a snooze. Spinnaker Sailing runs the school here, serving as a recreational class for many of the local community colleges nearby. They can be reached at 363-1391.

**Sausalito** — Ted McKown's Windsurfing Marin is the second oldest Windsurfing school in the country. Ted and Neva Griggs, who recently wrote a book about Windsurfing in Australia, teach class in the mornings. You can call them at 332-2777. Not far away to the north is the Marin Sailboard Club at Schoonmaker Point, which has a great beach to launch from and facilities to store your board as well. Call 332-7006.

**Berkeley** — Windsurfing Berkeley's Bob Ergun says they're teaching 400 students a year at the Berkeley Marina, a

great spot for beginners in the morning and intermediates in the afternoon when the westerly fills in. To find out more, call 841-9463.

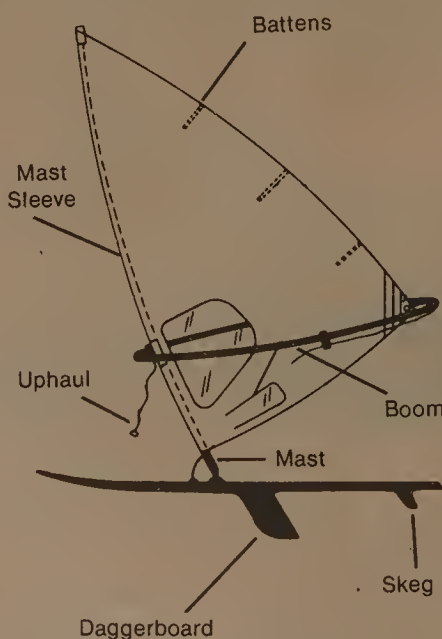
**Crown Beach, Alameda** — This beautiful sandy beach with onshore breeze and panoramic view of San Francisco is a super spot to hang out. You can take lessons from the folks at California Sailboards, who also teach at the Berkeley and San Leandro marinas. Call 652-5757.

**Lake Del Valle, Livermore** — Bring your swimsuit and your suntan lotion to this five mile long freshwater paradise in the hills above Livermore. Windsurfing Del Valle teaches hundreds here daily during the summer, and this year will be offering a Windsurfing camp for kids 8 to 12. They also have classes at Shadow Lake in Pleasanton and Lake Elizabeth in Fremont. Call 455-4008.

Costs for a six hour lesson run from about \$50 to \$75 dollars. Most schools offer certification, which many rental shops require, upon successful completion. Also, we know the above list is hardly complete, and once you've gotten the hang of it, you can boardsail anywhere there's eight inches of water!

Berkeley, which sponsors lessons at the Berkeley Marina, as does a group called California Sailboards. These two groups, as well as others such as Any Mountain in Campbell and Spinnaker Sailing in Mountain View, are enjoying the constantly rising demand for lessons, rentals and equipment. All agree that the sport is universal, that sex, age, height, and weight pose no particular problems. Most important is the ability to take instruction, which some men have a hard time doing. "A woman's relative lack of strength," says Ted McKown, "forces her to use her balance, which is what it's all about."

Sailors who take up boardsailing, whether they're male or female, have the advantage of being familiar with the wind, waves and how to interact with them. On the other hand, sailors are used to controlling their craft with a rudder and sheets. The process of giving those controls up can be trying at first. Some of the best sailboat racers in the world have failed miserably when they tackled boardsailing, but the problems are hardly insurmountable. Ed Bennett, as mentioned earlier, has become a convert, as have other excellent Bay Area sailors such as Larry Herbig, Dennis Surtees, and Bard Chrisman, all



Sailors will have no trouble with boardsailing terminology.

of whom still campaign in boats in addition to their boardsailing.

Boat sailors also know about water safety, such as wearing a wet suit in cold water to prevent hypothermia and yielding the right of way to commercial vessels. A tolerant attitude and a willingness to educate those who may not have a nautical background — many good boardsailors have no idea what the expression "beating to weather" means — will help. There have been several incidents on the Bay between sailboards and other vessels, a situation which will only lead to restrictions on the former unless boardsailors learn to stay clear. A 12-ft board which can stop or start instantly needs to be considerate of larger, less agile craft.

If the trend towards boardsailing continues, it may become the sport of the decade in America. The appeal is difficult to resist, and the thrills are hard to beat. Add to that the variety of wind and sea conditions you can find within an hour's drive of San Francisco, and you've got a boardsailor's paradise. Go ahead and take the plunge!

latitude 38 - suc

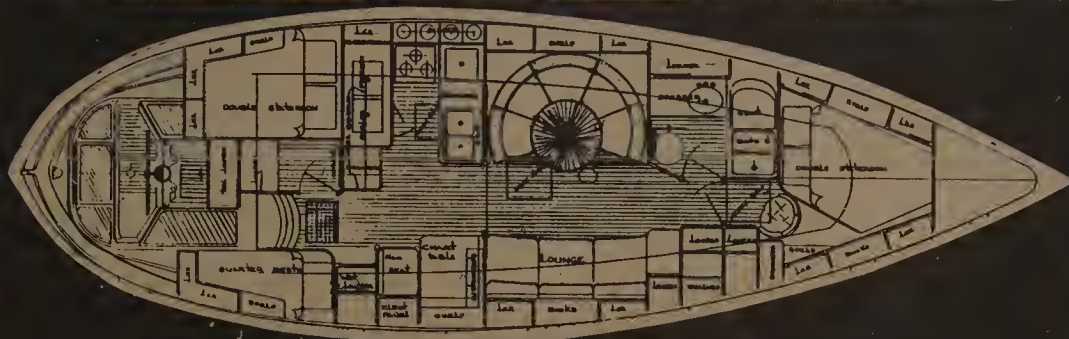




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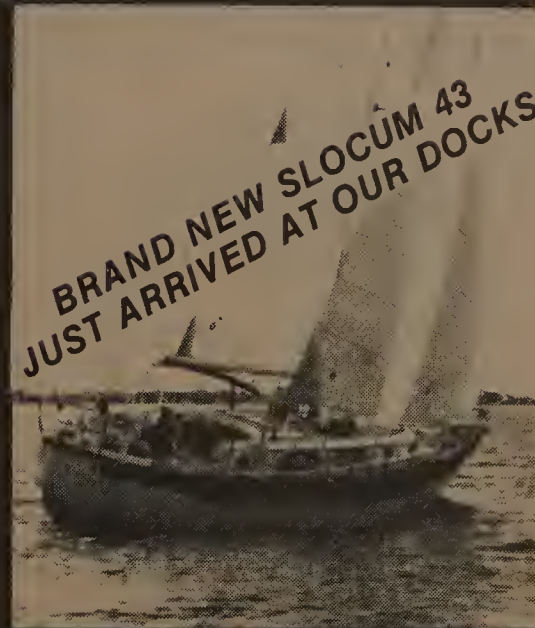
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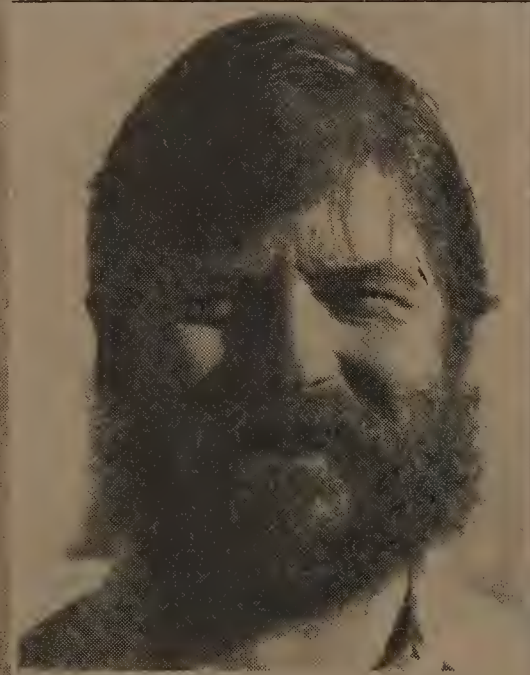
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# SINGLEHANDED

In the last eight years that the Singlehanded Farallones race has run, the winds of April have most often favored the heavier boats. But not this year. The light and capricious winds of April 6 and 7 played havoc with strategies for the duration, and when combined with a "wrong and strong" ebb and flood made for one of the longest



Barry Parkinson.

and most frustrating round the rocks races in recent memory. Seemingly paradoxically, it was also one of the most challenging. "Lighter air races are more work than heavier air races," says Division II winner Mark Rudiger. "It takes more concentration and more sail changes—for a longer time—to do well on a light air race."

Strangely enough, the day began with a lot of promise. Neil Moore reports that it was blowing so hard when he left Brickyard at 6 a.m. that he considered not racing his 1933 sloop *Pajara* because of too much wind. By the time he got to the starting line, though, he was considering putting up the 150. Many of the other racers were formulating strategies around the weather service forecasts. Members of the Singlehanded Sailing Society, which sponsors the race, and race participants all had high praise for the cooperation of the National Weather Service in this year's event. Not only did NWS supply racers with the most up to date weather maps and forecasts for race day, they even included a segment addressed directly to "Farallones Race participants" in the Saturday morning forecast. (SSS race chairman Tony Smith issues special thanks to Emil Gunther and Rich Lay of NWS Redwood City.)

Above, most racers headed toward the countercurrent along Baker Beach. Spread, Bud Frazee heads west on the Capo 26, 'Unity'.

Unfortunately, while racers were as up to date as they could be on what to expect, what to expect wasn't all that great. Actually, the forecast called for 10-15 knots out of the southwest—right in the direction everyone had to go—with a possible shift to northwest as the day progressed. The forecast was spot-on except for the northerly shift. In one of those strange and wonderful phenomena of the Bay Area, those who sailed inside the Bay on Saturday enjoyed a wonderful, sunny, breezy day, while racers outside strived to coax the most from their boats in light, lightening and lightest winds as the day went on, all the time waiting for a wind shift that never came.

The first and biggest obstacle racers had to overcome this year was getting out the Gate in the first place. With a 4-5-knot m... scheduled for 11 a.m., everyone's first priority after the 9:10 to 9:25 a.m. starts was to get outside as quickly as possible. The majority of boats hooked around the South Tower and short tacked close in to take advantage of the countercurrent along Baker Beach. "Sparky, Brano, Wildflower,

...an singlehanded air ...  
...Singlehanded T...spac...

Boss the T-boat "Wainie," which was one of the few boats to look the northerly route out the Gate. Long Man Head winds was the best way to thought that if the southerly filled in, the mass would blanket the boats down by Mile Rocks." It was a good call. Mark R reports that the wind did shut down north right about at Mile Rock.

Markin on, on his sixth solo Farall cleared Pt. Bonita and strapped ever for the beat to the rocks. Rudiger had himself having to cover boats near Seal Rock that had caught up when the wind temporarily cut out.



# FARALLONES

ALL PHOTOS LATITUDE 38/JOHN

any thoughts of laying the islands in one tack had faded with the wind. As it turns out, though, at least one boat that angled north



Mark Rudiger

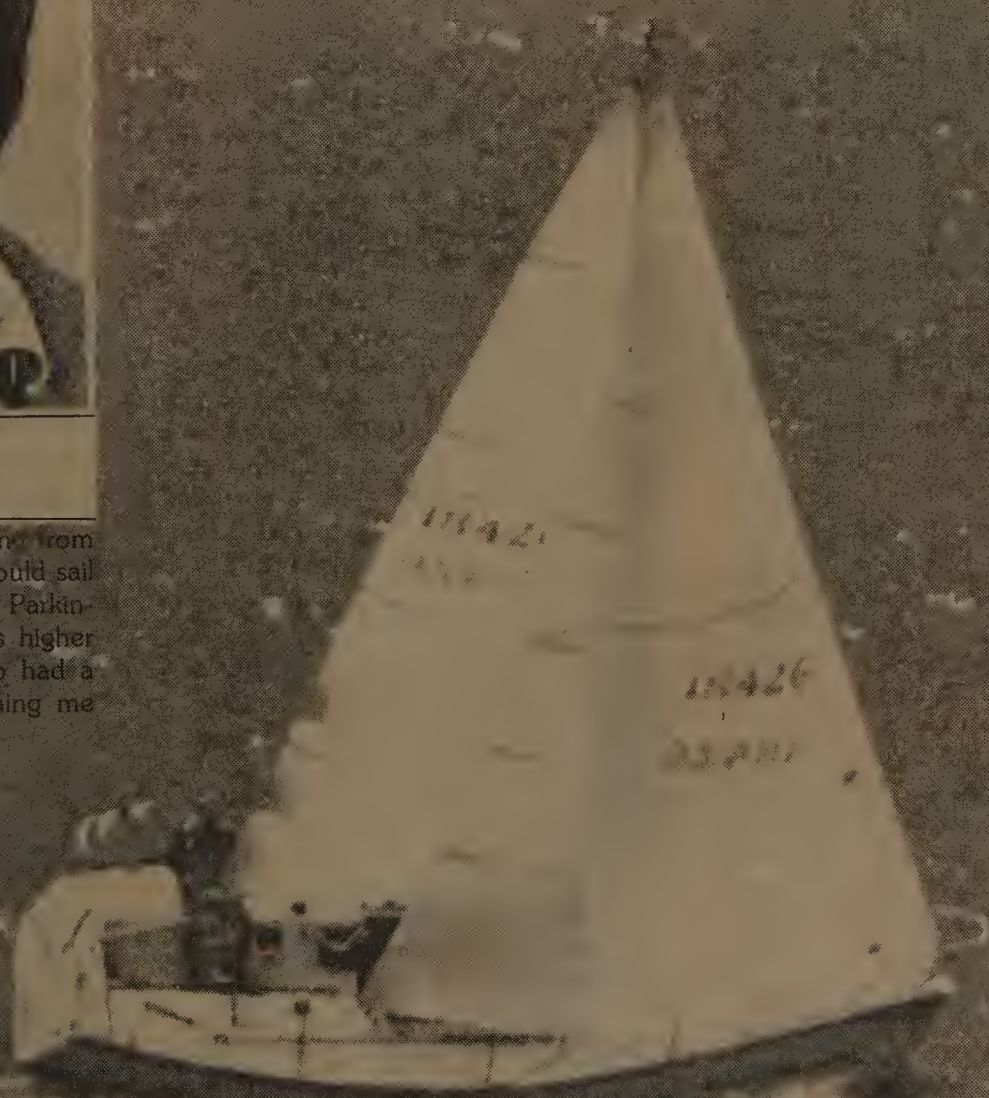
close-hauled all the way to the islands, holding 195 to 200, and actually had to crack off to go around."

**W**almea reported rounding Arch rock just before 5 p.m. By that time, many of the 41 starters had already dropped out, including Dinsmore on *Francis Who?*, Tony

Crabtree on *Catch The Wind* was "tired of being pushed back and forth under the bridge," and most of the others simply wanted to spend Easter Sunday with the kids rather than asleep after an all-night race. Even Parkinson considered calling it quits when he was making only 1 knot soon after rounding the islands. "But I didn't have enough gas to motor all the way in," he says. "I had to tough it out."

Rudiger, sailing Bill McCluen's ultralight 30-ft potato chip *Sparky*, thought Walmea had dropped out when he lost sight of the

... of Duxbury ended up benefiting from what did transpire. "The closest I could sail was about 250 degrees," says Barry Parkinson, "which was about 10 degrees higher than where I wanted to go. I also had a good, solid 1/2-knot current pushing me



north. I was out there waiting for this northerly wind shift to come, figuring I'd start tacking as soon as I got headed, when all of a sudden, out between the Lightship and the separation buoy, I started getting lifted. The wind was swinging south! I ended up staying

Smith on *Wind* so, Paul Coplan, Silly Goose, and others. Gene Ray on *Whiter Thou* had an early morning plan to catch; Bill Belmont retired after his *Credit* and Moore's *Pajaro* bounced off each other trying to claw their ways free of the gate; Sam

trimaran earlier in the day. When Parkinson reported rounding, though, Mark realized he was about three hours behind the lead boat. Rudiger, another singlehanded Farallones veteran and also a singlehanded TransPac winner, describes his nighttime rounding as



# SINGLEHANDED

"the spookiest I've ever experienced."

"It was pitch black, and there was a lot of marine life around; a lot of dolphins, whales and birds. One bird flew into the rigging and came crashing onto the deck. I was



Above, outbound past Pt. Bonita. Right, Mark Rudiger on 'Sparky'.

most concerned about the whales, though. By the noise of their spouts I could tell they were all around, and every time I'd hear one in front of me, I'd tack to avoid a collision. I was also making a lot of sail changes, which I had to do by holding the flashlight in my teeth . . ." John Kerslake aboard *Bravo*, who was about half an hour behind *Sparky*, also commented on all the nocturnal goings on around the island. "There were birds by the droves. You couldn't see them but when they took off from the water you could hear them. It sounded like some huge audience clapping."

Parkinson slid under the Gate at slack water and finished at 1:45 a.m., 16½ hours after he'd started. To add insult to injury, succeeding finishers had to fight a dying morning wind—still out of the WSW—and a building morning ebb, which peaked at 5.4 knots a little after 5 a.m. Mark Rudiger on *Sparky*, the first monohull to finish, first boat in Division II and second overall, finished an hour after Parkinson. Mark made up some

time on the tri by carrying a spinnaker all the way home, while Barry sailed the home stretch under main and genoa.

Peter Jones on the *Yankee 30, Emerald*, thought he was seeing things on his 3 a.m. approach to the Gate. "I was about two or three miles from the lightbucket when I saw a red flare go off. At first I thought I must have imagined it, but when I saw it again, I radioed in and the club called the Coast Guard." A pilot boat in the area ended up rescuing singlehander Roderick Wight—not a race participant—whose

34-foot *Arrhythmia* sank a short time before. (For more on this incident, see "Sightings.") While other racers catnapped, pulled strings and drank coffee, Jones waylaid his weariness with the warmth of hot soup and the cabin heater, by playing a few tunes on the stereo and by racing a boat that was close by. "When I rounded the Farallones (about 11:30) the wind was blowing about 8-10 knots and I flew the spinnaker all the way back in. Bud Frazee (on the *Capo 26 Unity*) was just ahead of me and I'd say we were never more than an eighth of a mile apart from the Farallones to the Golden Gate."





When it was all over, 21 boats of 41 starters had finished and, true to the conditions, seven of the first 10 were ULDBs. The last boat in was Randy Waggoner on *Radical*, who finished at 11:13 on Easter Sunday—nearly 26 hours after his start. To most racers, the 1985 Singlehanded Farallones will be remembered as one of light winds, strong tides and odd wave patterns. (This latter due to the same stubborn low that prevented the wind shift.) "This was the fastest boat I've ever done it in and the slowest race," says Mark Rudiger. "You really had to concentrate to keep the boat



"He's getting wind the birds are making," said one competitor of 'Waimea's ability to keep moving in zero apparent wind.

going." Others were not quite so diplomatic about their frustrations, although to a man they followed those feelings up with enthusiasm for the event on the whole. Barry Parkinson considers the race a landmark for monohull and multihull combined racing; everyone looked forward to more interaction

with NWS; and many expressed the desire for more singlehanded events. "I'm ready to do the same race again next week," says Peter Jones, "and the week after that. It seems like we just get going and then it's over for the year."

— latitude 38 — jr

## 1985 SINGLEHANDED FARALLONES

Division I				
Name	Boat	Type	PHRF	Finish Time
1. Barry Parkinson	<i>Waimea</i>	Buccaneer 33	36	1:42
Division II				
1. Mark Rudiger	<i>Sparky</i>	Mull/Donovan 30	86	2:46
2. Richard Hodges	<i>Graeagle</i>	Express 27	126	5:01
3. John Kerslake	<i>Bravo</i>	Olson 30	96	5:04
Division III				
1. Mike O'Callaghan	<i>Wet Spot</i>	Moore 24	156	4:47
2. Dan Newland	<i>Predator</i>	Hawkfarm	162	6:00
3. Chuck Von Schalscha	<i>Ellixir</i>	Wavelength 24	162	6:20
Division IV				
1. Peter Jones	<i>Emerald</i>	Yankee 30	168	6:37
2. Bob Cramner-Brown	<i>Pete's Harbor</i>	J/24	168	7:48
3. John Hendricks	<i>Surf</i>	Sprinta Sport	198	9:40
Overall				
1. Barry Parkinson		2. Mark Rudiger		3. Mike O'Callaghan



# SAILING SCHOOLS

Sailing schools. Don't let the name fool you. It may conjure up visions of acne, boring lectures, eraser fights and old Miss Porter whose ruler was more deadly



than Conan's broadsword, but nothing could be further from the truth. What we'll refer to as the "typical" sailing school of today is a clean, efficient, modern facility. Classroom time is minimal or nonexistent and on-the-water time aboard the latest in quick and comfortable sailboats is maximal. A few such courses and a little practice can make you as competent, sometimes more so, as anyone

sailing schools and they will continue to do so. However, with all due credit to the Dads, Moms, Uncle Freds and others who have given us the great sailors of today, some



people learn better when they're not cold, wet, tired, confused and/or being yelled at. There's no telling how many potential sailors took up basket weaving after only one brief but terror-filled foray into the teeth of a summer blaster. There are sure enough neglected boats in Bay Area slips to make

The parallels are closer than you might think. Most schools present material in a logical, step-by-step, checklist-type manner much like that used in flight training. (One Bay Area entrepreneur even modeled his training regimens after those of the best area soaring schools.) Over the years, especially the last five years, the formulas for basic, intermediate and many advanced classes have become so refined that we at *Latitude 38* can sincerely say that, from what we've seen, there simply is no better way for the average man on the street to break into the sport than through a sailing school.



out there—in a fraction of the time it took most of them to get to the same level.

But wait, don't you old salts turn the page yet. Sailing schools are not just for beginners anymore. Such classes as advanced sail handling, celestial navigation, night sailing and race clinics are just a few of the courses available for sailors of all experience levels. As their literature suggests, today's sailing schools are there for any sailor ready to learn more about the sport.

you wonder, though. So does the fact that sailing schools get their greatest spurts of business one to two months after the boat shows.

Through the use of simply rigged boats and at least semi-protected waters, sailing schools keep beginners away from the white-knuckle stuff until they're ready for it. Among other advantages, this gradual introduction to the sport allows the student to really assess whether or not the experience lives up to his often over-romanticized expectations without having to make a large commitment in time, or having to buy a boat. To use a popular analogy, "If you wanted to fly, would you buy a plane, get in it and go?"

Sails flogging, students head a J/24 up to retrieve "man overboard" — the fender visible just past the bow.

There is also no more expensive way, and at \$200 or so per class, the bucks can add up quickly. Outrageous? Maybe, but everyone we talked to felt they were getting their money's worth. In retrospect, and this is a personal opinion, the thought of paying for several few weeks of quality training rather than blundering our ways to semi-proficiency over the course of several summers—especially once we figured out Uncle Fred didn't know what he was doing anyway—sounded pretty appealing. But

We know what you're thinking about now: no one has to go to school to learn how to sail. You're right. For generations people have managed just fine without



you know what they say about hindsight.

"Many people who come to us have only so much free time, and they want the maximum experience for their money," says Anthony Sandberg of Olympic Circle Sailing Club in Berkeley—and that's how sailing schools tailor their courses. "We break the classes down so that people know exactly what they're going to learn: this class covers this amount of information and you have to know this before you can go on to the next level." Material is presented with minimal lecture and maximum hands-on participation in an informal atmosphere—three students to one instructor is average.

Sailing schools are open year round, typically in conjunction with a sailing club and charter organization; really three businesses in one. All are interconnected, so that a graduate of the sailing school often becomes entitled to chartering privileges not accorded the general public. A sailing club member gets the best of both worlds: discounts on courses, discounts on charters,



Basic sailing students learn the basics: How to tie a bowline . . .

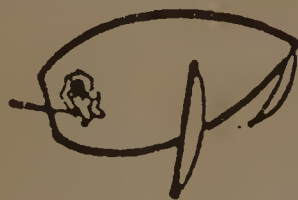
and other benefits ranging from a monthly newsletter to participation in interclub races to reciprocal privileges at club/school/charter organizations in other areas to group rates on vacation charters in the Med or Caribbean. Not surprisingly, there are many who feel these non-boatowner sailing clubs



Janice and Mack furl the main after their first sail.

may be the yacht clubs of the future.

"Sailing clubs are really an upcoming thing," says Dave Garrett of Dave Garrett Sailing, a club/school/charter organization that covers the Bay from locations in Redwood City, Sausalito and a soon to open of-



fice in Emeryville. For working stiffs, alternative lifestylists and others with a passion for sailing but limited time and budget, sailing clubs can be a dream come true. For usually a several hundred dollar initial fee, and small monthly payments thereafter, a member can enjoy virtually all the benefits of belonging to a regular yacht club without the expense or worry of owning a yacht. For example, the \$300/\$15 per month (\$450/\$25 per month for a two adult, two children family) fee to enroll in Brisbane's Black Tie Cruising and Charter company entitles a member or member family to 30 percent off all charter fees (50 percent off selected monthly specials); an average of 20 percent off all sailing courses, moonlight and other special cruises; discounts on marine supplies and more.

Interested in more frills? For \$950/\$25 a year, a student membership in the Alameda-based Sunshine Charters and Sailing School entitles you to beginning sailing lessons for two people; unlimited sailing seminars for two people for one year, an overnight graduate cruise for two and money saving



. . . and the right way to cleat off a line.

use programs. Interested in max frills? For \$2,195 (\$2,495 for a two adult, two children family) you can become a lifetime member of Alameda's Club Nautique. Benefits include free chartering privileges, unlimited sailing instruction, free cruises, picnics, parties, seminars — the whole shooting match.



# SAILING SCHOOLS

Again, these amounts may sound exorbitant—but consider that some of the sexier 25-footers are running about a grand a foot these days. If you can crew on or borrow one, great. If you're thinking of buying, you're looking at about \$5,000 down and around \$5,000 a year in payments, slip fees and insurance, not to mention upkeep, haulouts and all the rest. To be sure, most of the 600 to 800 students per typical school per year use the organizations as a stepping stone to boat ownership, racing and/or off-shore cruising. But consider this: most clubs anticipate max capacity—about 300 members apiece—in their sailing clubs for the first time this year. The interest is there and so, apparently, is the appeal. As one sailing clubber put it, "How many tennis players own their own courts?"



The boats used in teaching and chartering programs are typically new or near new, privately-owned modern racers or cruisers that are leased to charter companies for three to five years. The one exception we could find among the larger schools was



Above, pre-sail checkout covers lines, sails, safety. Below, old or new, all training boats go through regular schedule of cleaning and maintenance.

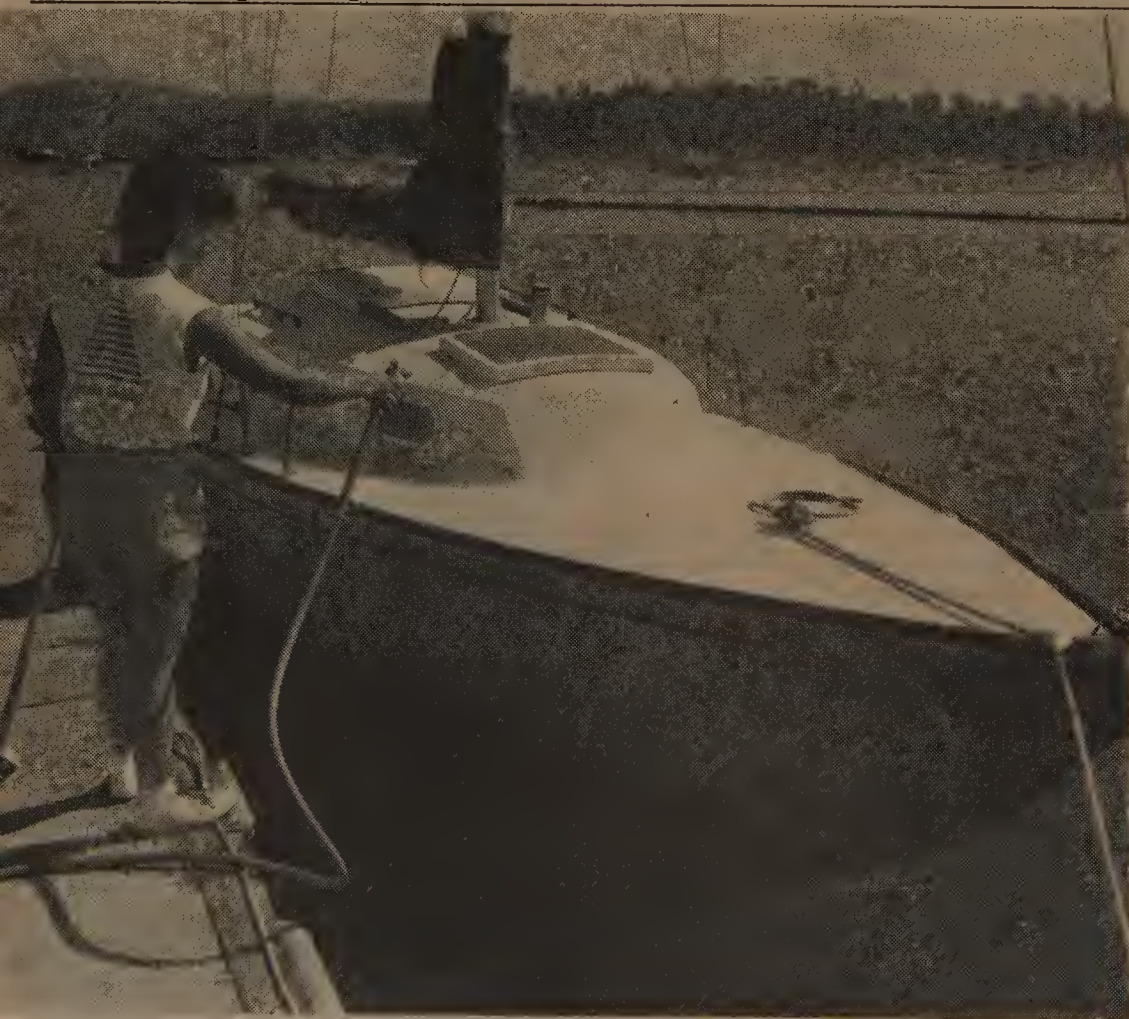
Cass' Marina in Sausalito. Although they use some privately owned newer boats, the organization itself owns the bulk of the fleet, which is made up of several older but well-



found designs like the simple, hardy Bristol 27. Incidentally, Cass' celebrates its 25th anniversary next year, making it the oldest of the Bay Area schools. In the great scheme of things, sailing schools are a relatively recent phenomena.

Whatever their ages, all boats receive meticulous care to keep them in top shape. Some of the makes you can get a chance to sail at different area facilities include the Santana 22, Moore 24, J/24, Catalina 25, Lancer 27, Santa Cruz 27, Pearson 303, Freedom 33, C&C 38, Ericson 35 and Morgan 41. The smallest organizations may have only one boat; the average is 10 to 20 and the largest has 35 boats to choose from. By the way, chartering is a great way to check out different types of boats before you buy. We'll go into that aspect of the picture in next month's issue.

For now, back to sailing schools. As you can see from the accompanying chart,





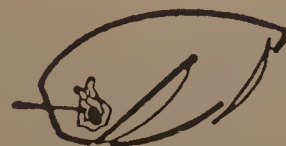
course prices and curricula differ little, at least at the basic and intermediate levels. So how does one go about shopping for a sailing school?

"Look for structure, organization and professionalism," says Mike Rogers of Sausalito Sailing Club. "Ask to meet one or two of the instructors, and try to watch a class being given. Do the people seem interested and professional? Look at the boats. Are they clean and in good working order? Do they look seaworthy? Is the location convenient? Costwise, most schools are about the same, so make your determination on the quality of the organization and the people who run it." The only thing we might add to that is ask around. We might also add that competition among the nearly three dozen sailing

club/schools around the Bay Area has raised quality to an all-time high. You're going to have a hard time picking.

Until the last few years, however, that was not always the case. Sailing instruction is not a regulated industry, at least not yet, and

anyone who wants can hang out a shingle as a sailing instructor. This is not to say that the smaller operations are not as good as the larger—Alliance Charters has only one boat, but its originator, Peter Clutterbuck, is a sailor of vast interbay and offshore ex-

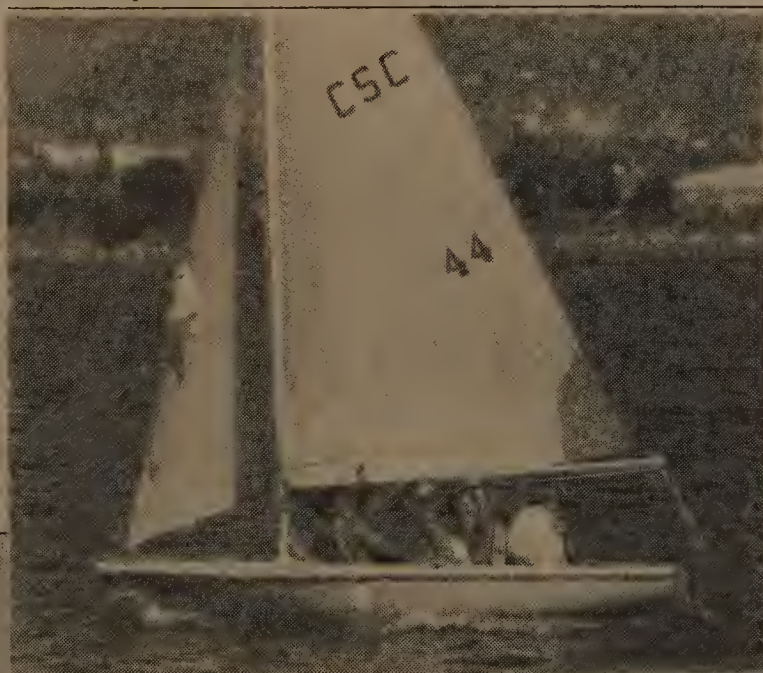


## OTHER INSTRUCTION

We called the organizations discussed in the main body of this article "typical" because they represent the large middle ground in the area of sailing instruction. They are certainly not the only game in town, however, and we would be remiss if we did not at least mention some of the other organizations that offer organized sail training.

The first and perhaps most obvious are yacht clubs. Many offer seminars and junior sailing programs whose wealth of information is usually offered to members at little or no charge. Class organizations are an excellent way to learn how to get the most out of a particular make of boat. Almost all northern California colleges run some sort of sailing program, and some of the best sailors out there, especially in the smaller boats, learned to do it in collegiate racing. A glance through any of those "personal improvement" college course catalogs that are always coming in the mail will reveal at least a basic sailing class or two open to the public at a very reasonable cost.

Nonprofit and/or volunteer organizations are another avenue aspiring sailors can take to get on the water. One of our editors learned boating as a youngster through a Red Cross program. For \$35 at the nonprofit Cal Sailing Club in Berkeley, you can have unlimited lessons and unlimited boat usage for three months. Quite a bargain, if you don't mind less than perfect boats, slightly differing instruction techniques and volunteering some of your own time to teaching or boat maintenance. Basic training is usually done on Lido 14s (the ones with the blue sails and the flotation bulb on the mast) in protected water. If you want a look without a commitment, CSC holds open houses the first weekend of each month through the summer. Although their primary focus is environmental education, the nonprofit Oceanic



One of Cal Sailing Club's venerable old Lido 14s.

Society, located in Fort Mason, also conducts sail training courses. Fees (the OS calls them "donations") are on a par with regular sailing schools.

On the other end of the scale are organizations like Carefree Cruises out of Richmond and Americana Coastal Cruising School out of Sausalito. Readers will recognize Americana from their now legendary "Not for Panty Waists" ads. Director Larry Laurence began Americana four years ago because he was "reading about too many deaths outside the Gate." These organizations do not offer basic courses. Instead, these are open ocean "survival" courses conducted aboard 45-ft ketches. The Americana course takes a half dozen students to sea for four or five days where they learn everything from cooking underway to retrieving a man overboard, all the while sailing from Drakes Bay to Half Moon Bay or Santa Cruz and out around the Farallones. That they also get lots of heavy weather experience almost goes without saying. Students even pop open the liferaft and cast free of the yacht to experience what that's like. Several "ex-panty waists" have written in to our letters section with high praise for the \$675 course.

A final word on the subject of alternatives to your typical Bay Area sailing school: The Bay doesn't have some sort of monopoly on the genre. There are excellent sailing schools up and down both the West and East Coasts. If you're in the neighborhood, just a few hours south, on Monterey Bay, are The Sailing Set, Inc. and Pacific Yachting Unlimited, both in Santa Cruz.



# SAILING SCHOOLS

perience. Just be wary of bargain, "learn to sail in a day" operations. They're like fad diets: you're sometimes in worse shape when you're done with them (or they with you) than you were when you started.

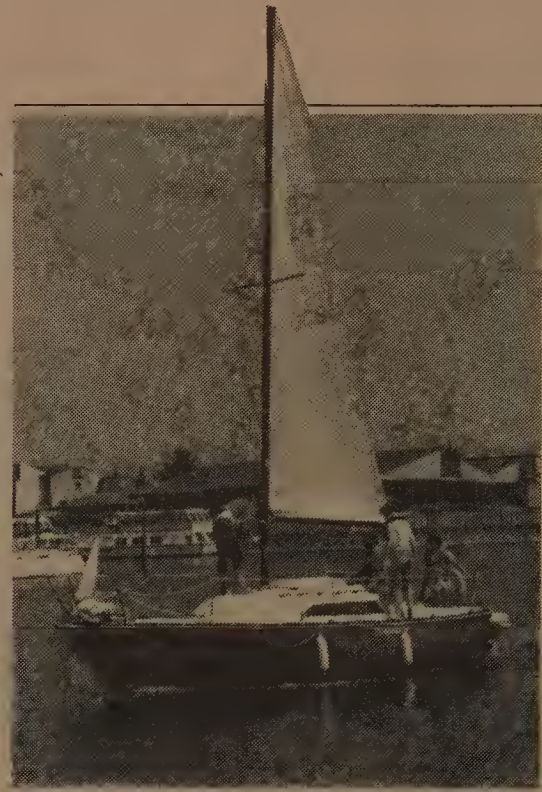
Two years ago, an organization called American Sailing Association formed to try to bring some order into the industry. The



goals of Marina Del Rey-based ASA are to standardize industry teaching procedures, to train and certify trainers and to offer certificates of completion to students of affiliated schools for successful completion of their courses. While most sailing schools accept and even encourage standardization,

portant difference—most instructors have thousands of hours and miles worth of experience, and most have some sort of Coast Guard license and additional training to be able to communicate their skills to others.

"Teaching sailing is 50 percent sailing and 50 percent communication," says Anthony Sandberg. "It's a constant challenge to come up with better ways to communicate." Most instructors teach sailing part time, and hold down full time jobs in other pursuits. You



Beginning classes usually begin in protected water.



on their own, we'll give them additional training at no extra charge." Other schools echoed the sentiments. "I don't want people to *think* they can do it," says Anthony Sandberg. "I want them to *know* they can do it."

How far students take their knowledge is up to them. Many are now cruising in remote parts of the world, and you racers out there are competing against many more. One of the ones more in the public eye than most last year was Grace Sime-Hammett, a Cass' Marina graduate, who garnered a second in class in the 1984 Singlehanded Transpac.

Currently, about a third of the students of our typical sailing school already know the basics and come to enroll in one or more of the specialized classes. "Most of them come in here with a body of sailing knowledge like a big chunk of swiss cheese," says Sandberg. "There's a lot of cheese there, but there are also a lot of holes." To find out where and how extensive the gaps are, schools may give the person a written, verbal or practical test and proceed from there. These wives,

however, not all have welcomed the strict doctrines of ASA with open arms, to put it mildly. It's obvious that the time has come for the ASA, or an organization like it, but until the bugs are worked out, we don't see why ASA affiliation or non-affiliation should be a determining factor in choosing or not choosing a sailing school.

Raising the jib.

might just as easily learn the finer points of sailing from a photographer, hospital administrator or engineer as from a doctor, lawyer, bank manager or high school principle. When that training is over depends on the individual student.

"The brochure says our classes are so many hours long," says Drew Marshall of Cass' Marina, "but we really stress that if students do not feel they are ready to go out

Sailing school students come in all sizes, sexes (the men/women ratio gets closer to 50/50 every year) and ages from 14 to 74; and from all walks of life and experience levels. So do sailing instructors, with one im-





## SOME SAILING SCHOOL COURSES

### STANDARD COURSES

Class Name	Offered By	Cost	Avg Length	Description
<b>Basic/Introductory Sailing</b>	All Schools	\$300-\$600*	20-40 hours over several days*	Basic sailing terminology, theory; tacking; jibing; sail trim; rigging boat; safety; elementary knots; engine use; docking, rules of the road.
<b>Intermediate Sailing</b>	All Schools			Maneuvering under power; back and fill; man overboard; reefing; sail shape controls; weather tactics; anchoring; tides and currents.
<b>Advanced Sailing</b>	Most Schools	\$175-\$300	1-2 days	Advanced sail trim and handling; charting; introduction to radio aids. Some courses include spinnaker handling, nighttime navigation and ocean sailing.

### SPECIALIZED COURSES

<b>Offshore Sailing: A Day Around the Farallones</b>	Sausalito Sailing Club	\$115	7 a.m.—7 p.m.	Taught on fully-equipped racing sailboat. Familiarizes students with skills and knowledge required to venture out the Gate.
<b>Spinnaker Course</b>	Bally YC (Alameda)	\$150	All day	Packing, setting, trimming and just generally making sense out of this complicated sail.
<b>Celestial Navigation</b>	Horizons Charter and Yachting Association (Alameda)	\$350	36 hours	By use of a sextant, students learn how to determine position through sun, moon, and star sights.
<b>Three Day Bay Racing</b>	Sunshine Charter and Sailing School (Alameda)	\$245	3 days	Two days of practice with different headsails (including spinnaker), vang, backstay adjustments and other controls. Participate in race on third day, with a veteran tactician aboard.
<b>Electronic Navigation</b>	Black Tie Cruising and Charter Co. (Brisbane)	\$125	8 hours	Teaches practical use of electronic navigation equipment, including RDF, depthsounder, Radar and Loran.
<b>Night Sailing and Navigation</b>	Sailing Unlimited (Alameda)	\$59	sunset-midnight	Gives student the opportunity to become familiar with the special problems of night sailing; recognizing lights, ships, etc.

\*Schools on the high end of the price/time scale combine the basic and intermediate levels into one course. The material covered is generally the same as that covered in two separate classes at other schools. Keep in mind that this chart is meant to give a broad overview of course information, not represent complete course offerings for a specific school.



The sailing on San Francisco Bay is some of the best sailing in the world. But here, more so than most areas, what you don't know can hurt you. We'll tell you flat out that it tears us up to report on wrecked



boats and killed or injured boaters, especially when those mishaps could have been avoided by more experienced boaters. Make no mistake, there is no substitute for ex-

perience, and all the training in the world won't make you a better sailor if you don't put it into practice and start chalking up some hours out on the water. But everybody needs a good foundation. We'll say it once more: For the average guy, there is no better way to break into boating than a sailing school. Period.

— latitude 38 -jr



friends and crewmen of other sailors sometimes offer the most glowing testimonials for the advanced and specialized courses. "It makes me think we're doing something right," says Sandberg, "when people come back and tell me they now know more than the person they'd been sailing with before they came!"



# LIFE OF

"The person on the bow has to be quick like a fox, strong like an ox, smart like Einstein, and never get scared," says longtime Bay skipper Jocelyn Nash of Richmond. "He also has to not mind being underwater for long periods of time."

For most of us that type of job description fails to elicit much excitement. For some

Beustad, Tad Lacey, Justine Harpham, Liz Baylis and several others. Getting any one of the above would do wonders for your boat's performance, but chances are you'd have to take a number and wait your turn before they become available.

If you're good you can just about pick the boat you want to sail on.

sailors, though, especially those looking for berths on the hot boats in the fleet, it's a sure ticket to the top. Helmsman and tacticians are easy to come by — just take a poll at the yacht club bar after the next race — but someone who can throw the chute up in 20 knots of breeze, jibe the pole and get the damned thing down again is worth their

What does it take to be a good bowman? Most skippers agree with Jocelyn Nash. Intelligence, speed, strength and the ability to remain cool in any situation are the major prerequisites. Not making any mistakes is another. San Rafael's Ray Pingree, winning Big Boat helmsman in 1982 and 1984, says he wants someone up there who thinks faster than he does. "The first time I sailed with Peter Daly," he recalls, "we were coming into the leeward mark and I told him if we could tack immediately we could pass three boats. He looked me straight in the eye and said he'd be ready before I was. And he was! We passed the three boats."

Rich Hackett, another top local helmsman and tactician, says he wants to just forget about the front end of the boat so he can concentrate on driving and other boats in the race. That means the bowman has to be involved in the race and know what's likely to happen next, not only on the current leg, but also the next one. There are dozens of details to think about: are the halyards led right? Can we change the chute or the jib on the tack? Is the wind going to increase or decrease? Can we get the spinnaker before the next mark? Hackett adds that you can tell the good bowmen — they're the ones who get to the boat early on race day and take charge of packing chutes and jibs. "If you're good," he says, "you can just about pick the boat you want to sail on."

How does one earn his or her stripes as a sought after bowperson? A partial survey



Doin' the foredeck dance!

weight in gold winch handles.

Being on the pointy end of a racing yacht also carries quite a bit of anonymity. Do the names Peter Daly, Skip Steveley or Dennis Gruidl mean anything to you? Not likely, yet these are three of the better bowmen on the Bay these days, along with Mark Maymar, Hartwell Jordan, Pat Vincent, John



of some of the better ones reveals it takes a willingness to observe and learn, and to be able to find satisfaction in doing a job many others don't want or can't handle. You also have to be able to withstand the critical gaze, both figurative and literal from the rest of the crew. "Everybody is watching you," says John Buestad, a contractor from Alameda, "so you really have to be in control of your senses."

Buestad, 34, started sailing in El Toros as a kid. When he was ten he met Bill Trask, one of the most active and successful skippers on the Bay with his 40-ft Farallon Clipper *Hoyden*. John soon started sailing with Trask and he was particularly impressed with

LATITUDE 38/RICHARD



# THE BOWMEN



LATITUDE 38/RICHARD

Rhett Jeffries prepares to jibe at the Clipper Cup on the Davidson 50, 'Great Fun'.

the bowman Stan Kintz. "The front of the boat was where the action was," John says. "Stan was the lead person and everyone else followed him. I liked that." John apprenticed Stan by working the mast, the major supporting role for the bowman.

John's training served him well. He has since done foredeck work for winners like *Blackfin*, *Windward Passage*, and *Clockwork*, as well as the St. Francis YC's entries in the San Francisco Perpetual Challenge and the Australia-America Six-Meter Challenge. Perhaps his craziest memory was the

night he had to go up the mast on a boat called *Resolute* during an ocean race in the spring Danforth Series. The halyards were wrapped and it was the only way to fix them. At two o'clock in the morning. "Looking back on it now," he says, "that was a pretty insane thing to do."

John adds that paying attention to detail is the key to successful bow work. For example, if he's on a 40-ft IOR boat and it's really blowing hard, he will attach both the sheet and guy directly to the D ring on the sail itself. Usually you clip the sheet onto the guy, but if you crash hard and the sail starts

flogging, you can lose the shackle holding the guy to the sail. If both are attached directly to the sail, you've given yourself a safety margin.

Fire drills are a way of life for the bowman, but John says you have to focus on the basics when things get hairy. "Sometimes that means just holding on," he says, recalling when he's been in the water. John considers Commodore Tompkins, probably one of the great bowmen of all time, the master at such situations. "He has such a great wealth of experience that he always knows how to save himself."

Skip Steveley, a data processing consultant in San Francisco, is another who has been inspired by Tompkins. Skip started sailing on Dean Stiles' Cal 40 *Finesse II* back in 1971 and liked the action up front. He spent time watching the pros like Commodore and Tad Lacey work, and did the mast for the latter on the hot IOR racer *Imp*. Since then he's been on winners like *Bullfrog* and on every Honolulu TransPac since 1973, including first-to-finish *Charley* in 1983.

Skip is also a fiend for detail. (See Sidebar.) He insists on packing his own chutes so he knows exactly how it's going to come out of the bag. He also requires the cockpit crew to keep the lazy guy off the winch during the first part of a jibe — a habit some grinders find hard to break. Skip's reasoning for this maneuver is as much survival as anything else. If he's standing on the bow with the lazy guy in his hand waiting for the pole to come across and the chute swings out to leeward, he has to choose between losing his arm or the guy if there's no give in the line.

Perhaps the greatest foe of all bowmen, other than those mentioned above, is age. Steveley is 39 years old and, like Buestad, Tompkins and Tad Lacey, has begun to move aft in the boat. Peter Daly, a contractor from Albany, is 31 and also sees himself moving in that direction. "Changing headsails in heavy air really wears you out," he says. Part of the Southern Ocean Racing Circuit crew on *Scarlett O'Hara* in 1983, Peters says the new, stiff Kevlar jibs make the job even more demanding.

Originally Peter liked the foredeck in part because it offered the best workout on the boat. He grew up sailing in Connecticut and moved to San Francisco in 1978. In addition to *Scarlett*, he's done the bow on *Clockwork* and Bill Twist's *Stuff*. He's also helped his childhood buddy Dave Perry win the prestigious Congressional Cup match race series for the past two years. The latter series



# IT'S WHO'S UP FRONT

## TRICKS OF THE TRADE

We asked the bow experts for some of their trade secrets. They were willing to comply, especially Skip Steveley, former bowman on the Peterson 55 *Bullfrog*. Here are some of their hard won tips:

### **Spinnakers —**

Steveley prefers to pack all of his own chutes, and he always has the red luff tape to port and the green to starboard. This assures that the umbilical, or retrieval cord attached to the middle of the sail, will always be on the outside.

Skip eschews the prevalent stopping system which uses rubber bands to bunch the sail together until it's hoisted and broken free. He prefers single ply baby yarn for a couple of reasons. One, he can stop the chute by himself, while the rubber band method works better with two people, taking a set of hands off deck during that period.

The second advantage to the yarn method is adaptability. On the light 3/4 oz. spinnaker, Skip uses two wraps from the head down to the belly button (where the umbilical attaches, naturally) so he can sneak the top half of the sail up early. He uses three wraps on the 1.5 oz. chute from head to foot, and four wraps on the 2.2 oz. The additional wraps prevent these last two sails, which are flown in heavier air, from opening prematurely.

### **Spinnaker sets —**

Steveley and Buestad agree that sneaking the chute up early is the key to quick sets. They position themselves at the turtle, which is hanked onto the lifeline about two stanchions aft of the bow. With three boatlengths to go to the weather mark, they have the halyard man start to hoist. By opposing the pull on the halyard, the bowman glues the kite to the lee side of the jib, out of any turbulence that might break the stops. You can get the sail halfway up before turning the corner and then the guys at the mast have to pull like hell.

If the tack and clew of the spinnaker are also stopped, you can sneak them too. Getting the tack out near the headstay helps the guy trimmers once the sail is hoisted and ready to be broken out. And if you're going to be on a close reach, sneaking the clew aft helps too.

When you have to jibe before setting, the most important thing is to get the pole up as soon as the jib blows through. To

do this Buestad and Steveley lead the topping lift outside the jib and attach it to the pole. Leave plenty of slack in the line and then when the jibe is complete the mast man raises the pole into position.

### **Jibing —**

"This is where you earn your keep," says Steveley. Most big boats swing the outboard end of the pole from one side to the other in what's called a dip pole jibe. The bowman stands at the pulpit with the lazy guy and clips it into the outboard end as it passes by. In heavy air, the boat can oscillate when the chute is free of the pole, creating all kinds of hair raising events.

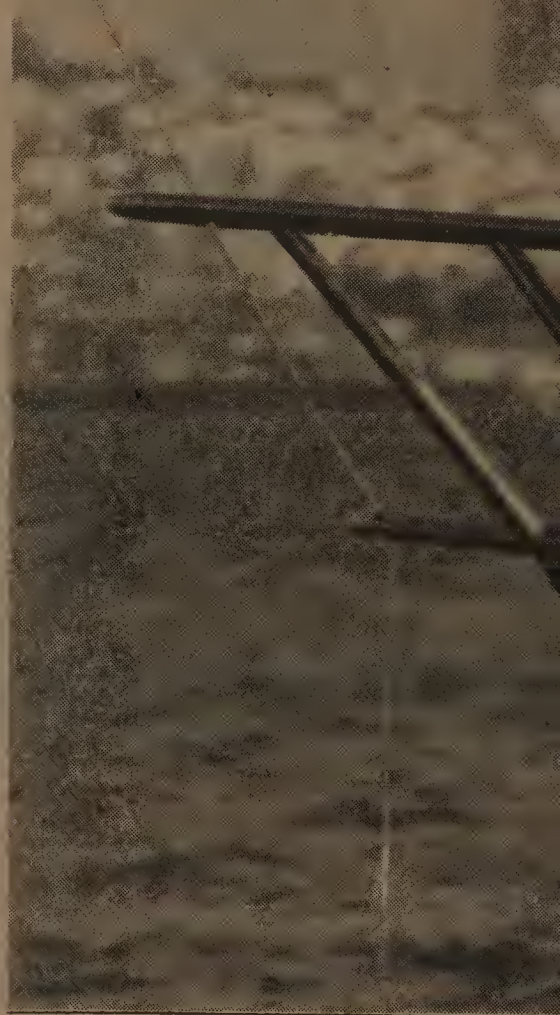
Instead of standing in front of the forestay with his legs braced against the pulpit, Steveley prefers to stand with his back against the forestay. He then spreads his feet for balance. The most important thing to remember here is to keep your head on the opposite side of the pole as it swings into the boat!

Skip holds the lazy guy between his elbow and side, leaving both hands free to pull in on the foreguy when the pole is tripped free of the old guy. He also then has two hands to catch the end and clip the new guy into the pole.

On smaller boats the pole is jibed end-for-end. Common practice is to detach the end on the mast first and clip it onto the new guy before unclipping the end on the old guy and moving it to the mast. Dennis Gruidl says it's much easier to unclip the pole from the old guy first and then from the mast. "You're supposed to have more control with the pole hooked on to both sheets," he says, "but in a breeze that's just not true."

### **Halyards —**

The bowman must know where the halyards are at all times. Steveley says the rule of thumb is that if you have to move a spinnaker halyard, it goes around the headstay; if you're moving a jibstay, it never goes around the headstay. It also helps to organize sail changes so you always raise the new sail, either jib or spinnaker, on the inside of the old one. Once the chute is up you can release the old one out away from the new one and gather it in. With the jib, you tack and drop the old sail as you go through the eye of the wind as the cockpit crew grinds in the new jib.



is especially challenging to bowmen, since they have to be ready for anything. "The foreguard's job is to let the afterguard do whatever they want," he says.

Nevertheless, Peter also likes to steer and navigate. Although he can pretty much



# THAT COUNTS



Pat Vincent takes charge on the Harlander 40, 'Mirage'.

of bowmen include the likes of Hartwell Jordan, Dennis George and Dennis Gruidl. The later is a 19 year old UC Berkeley student from Alameda who has been making a name for himself on boats such as *Wall Street Duck*, *Summertime Dream* and *Strider*.

Dennis started sailing on 25 footers about six years ago, and says he just observed a lot at first. He now has formed some definite ideas about what's needed to succeed at the bow position. For one, you have to think logically. You need to be agile, not only to balance yourself in heavy airs, but also to be light on your feet in light airs.

Dennis disagrees with the notion that you have to be small, which is the case with Buestad and Steveley. Maybe that's because he's over six foot three inches tall and weighs 180 pounds. Most racing yachts tend to slow down with weight on the bow, but Gruidl argues that being organized can keep your trips to the pulpit to a minimum, and with the Kevlar jibs you need a lot of strength to muscle them around. Brute strength also helps in smaller boats when you jibe the end for end and have to push the new guy out in order to get the pole back on the mast.

Dennis has also discovered the point position requires the ability to withstand criticism. Your mistakes are out there for everybody to see. Confidence in your own ability, he says, is crucial and you've also got to be able to enjoy what you're doing. If you want to be famous, he adds, you have to steer, but it's a lot easier to get a ride if you're trained on the bow.

Someone else who has found the latter true is Justine Harpham, 32, a Sausalito canvass worker who has worked the bow on a wide range of boats from J/24's to Islander 36's. Being a woman hasn't stopped skippers from asking her to crew, but she says being six feet tall helped convince them that she knew what she was doing. Trusting whoever is in the cockpit, be they male or female, is really important. As she puts it, "If they don't know their stuff, there's a chance you could die!"

So there you have it. Anyone out there looking for a new challenge? Big or small, male or female, the folks who tend to the front end of the boat walk tall in the world of sailing. They may not get their names on trophies, but you know the sailors who do would trade just about any pickle dish in their collection for the services of a first class point man!

— latitude 38 — suc

helping out in the cockpit of the IOR racer *High Risk*, coordinating the work there with what's going on up front. Stevely is going all the way to the helm — he'll be skipper on the 67-ft *Merlin* this summer in the TransPac.

With all that talent shifting to the back of the bus, opportunities open up for newcomers to step in. The new generation

LATITUDE 38/RICHARD

go sailing whenever he wants, the fantasy of having his own boat is appealing. He points out, as do other bowmen, that knowing the front end makes moving aft pretty simple. Buestad, for example, has recently been



# AMERICA'S

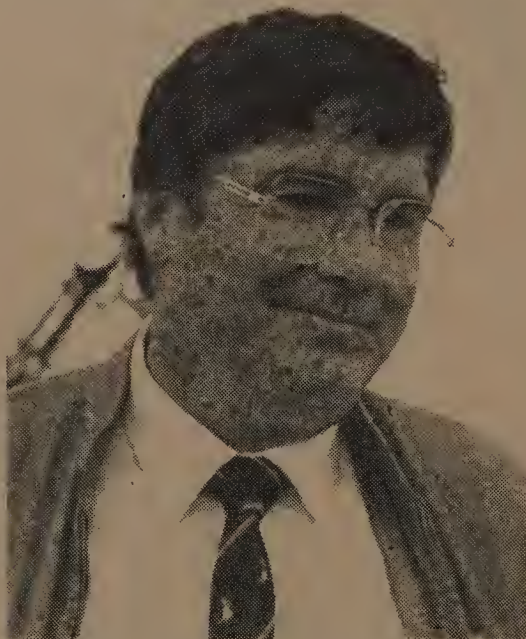
You're invited to a party! Where? In Perth, West Australia. When? From January 1986 through February 1987. What's the theme? Trying to win the America's Cup back from the Australians. So says Sausalito's Sue Vaughn, who recently returned from traveling and sailing Down Under. Before it's over, she reports, this shindig will probably run up a bill of \$2 billion, which isn't bad for a sailboat race. And, by the way, this is a BYOB affair, as in Bring Your Own Boat if you want a shot at taking home the Cup.

The America's Cup, 132 ounces of or-

The challengers  
will spend  
up to  
\$500 million  
before the final  
series even  
begins!

nately designed silver from the Victorian age, is the oldest contested trophy in the history of American sport. The English dubbed it the "Hundred/Guineas Cup" in 1851 when they invited the Yanks to sail across the Atlantic and race around the Isle of Wight. The former colonists won handily with the 110 ton racing yacht *America*, renamed the cup in her honor and took her home to the New York YC in Manhattan.

Sequestered in a small, dusty room off the entrance to the club, the Cup sat motionless for 132 years through 25 successful defense campaigns. Only club members saw "the auld mug" and few of them actually touched it. But in 1983, the winged keel 12 meter *Australia II* and a syndicate of spirited Aussies headed by Perth's Alan Bond changed all that. Skippered by Sydney's John Bertrand, *Australia II* won a thrilling best of seven match race series over Dennis Conner's *Liberty*. Australians celebrated with a national holiday, and millions have since seen and even patted the trophy as it toured



This is the man who put Australia on the map: 'Australia II' designer Ben Lexcen.

the country.

Once considered the most staid of all sailing events — remember when sports-writer Ring Lardner compared it to watching grass grow? — the America's Cup has now become a booming enterprise. Approximately 20 syndicates, including at least six from the U.S., have already paid \$12,000 to get into the game and \$20,000 to hold their place with performance bonds. By the time the final challenger is selected, up to \$500 million may have been spent by the syndicates, enough money to run the economy of a small nation!

There are at least five "serious" American challengers, including the New York YC, San Diego YC, Eagle Syndicate (Newport, Ca), St. Francis YC and the Yale Corinthian YC (Connecticut). Perhaps the most advanced to date is the NYYC, which has their honor to regain, among other items. They've already purchased a 1.4 acre site in the coast city of Fremantle, the staging site for Cup boats 12 miles west of Perth, and a block of 21 apartments nearby for the crew.

John Bertrand of San Francisco, a silver medalist at the 1984 Olympics, will serve as tactician on the NYYC's *America II* 12 meter. He will be advising Texas' John Koliou, as he did in the 1983 America's Cup campaign onboard the unsuccessful *Courageous*. Several other *Courageous* crewmembers have also joined the two Johns, and they were all Down Under early this year for a trial run.

Bertrand reports that the westerly onshore

breezes off the coast averaged 24 knots true during the two month period they were sailing. That's literally worlds apart from the light airs that were common off Newport, R.I., site of the past several America's Cups. *America II*, which had a variety of keels and rig configurations to test, teamed up with the Italian 12 meter *Azzura* for some practice racing. Although both sides agreed not to keep score, Bertrand says *America II* "surpassed our expectations."

John says their facility at Fremantle is quite extensive, with a covered hangar big enough for two 12's inside, three 40-ft. containers which hold a rig shop, machine shop and combination locker and storage room, and smaller facilities for showers and an office. Their living quarters are only a mile and a half away in what John calls "the sleepy town of Fremantle." Nearby Perth is more cosmopolitan, but both places are filled with sailors, many of whom were quite friendly to

'America II' slashes to weather off Fremantle, West Australia.



the Yanks. "After five minutes in a pub," says John, "it wasn't unusual for a local to invite us all out to his house for a barbecue." The local media, already devoting considerable space to the Cup, wasn't as friendly, however.

The cost of feeding and housing the crew



as well as building two more 12 meters before the challenger eliminations begin in the fall of 1986 will bring the NYYC's bill to at least \$12 million. Italy's Yacht Club Costa Smeralda, currently campaigning *Azzura* and backed by the wealthy Aga Khan, has pledged to put up at least twice as much. In addition to the previously mentioned groups, challenges are expected from Canada's True North Syndicate, the Royal New Zealand Yacht Squadron, up to three groups from France, the Royal Thames YC from Great Britain and Sweden's Scandinavian Challenge Syndicate.

Recently the International Yacht Racing Union agreed to allow competitors to hoist sails bearing sponsors' messages five minutes after the finish of each race. There will be plenty of opportunity for these advertising messages. The challenger eliminations, to be held between October 1986 and January 31st, 1987, will feature some 500 to 600 races. The defending Royal Perth YC passed over Dennis Conner's bid to run this series, designating the Aga Khan's Costa Smeralda group as the Challenger of Record instead. Spiritual leader to millions of an Islamic sect,



the Aga Khan has financial resources to draw on, but the \$1 million price tag for the eliminations strains even his bank account. Louis Vuitton of luggage fame has agreed to pony up half a million, while former French 12 meter helmsman Bruno Trouble, owner of a Parisian advertising agency, is lining up



SUE VAUGHN

\$400,000 from clients.

There are a lot of folks who want to get their hands on the Cup.

The Australians realize keeping the cup will be tough, to say the least. Six serious defense campaigns have been mounted so far. The list is headed by Alan Bond's Defence Downunder, and also includes Perth retailer Kevin Parry's Taskforce '87, Sir James Hardy's South Australia; Syd Fischer's Royal Sydney Yacht Squadron, Lindsay Birrell's Victorian Group and dark horse Rolly Tasker, a Fremantle sailmaker who's building his 12 meter inside his shop!

For Bond, winning the America's Cup was a crowning achievement after 32 years of hard work. He emigrated from England with his parents in 1951 and first worked with his father painting signs and renovating business property. Many of their efforts can still be seen in Fremantle, including a big red dingo

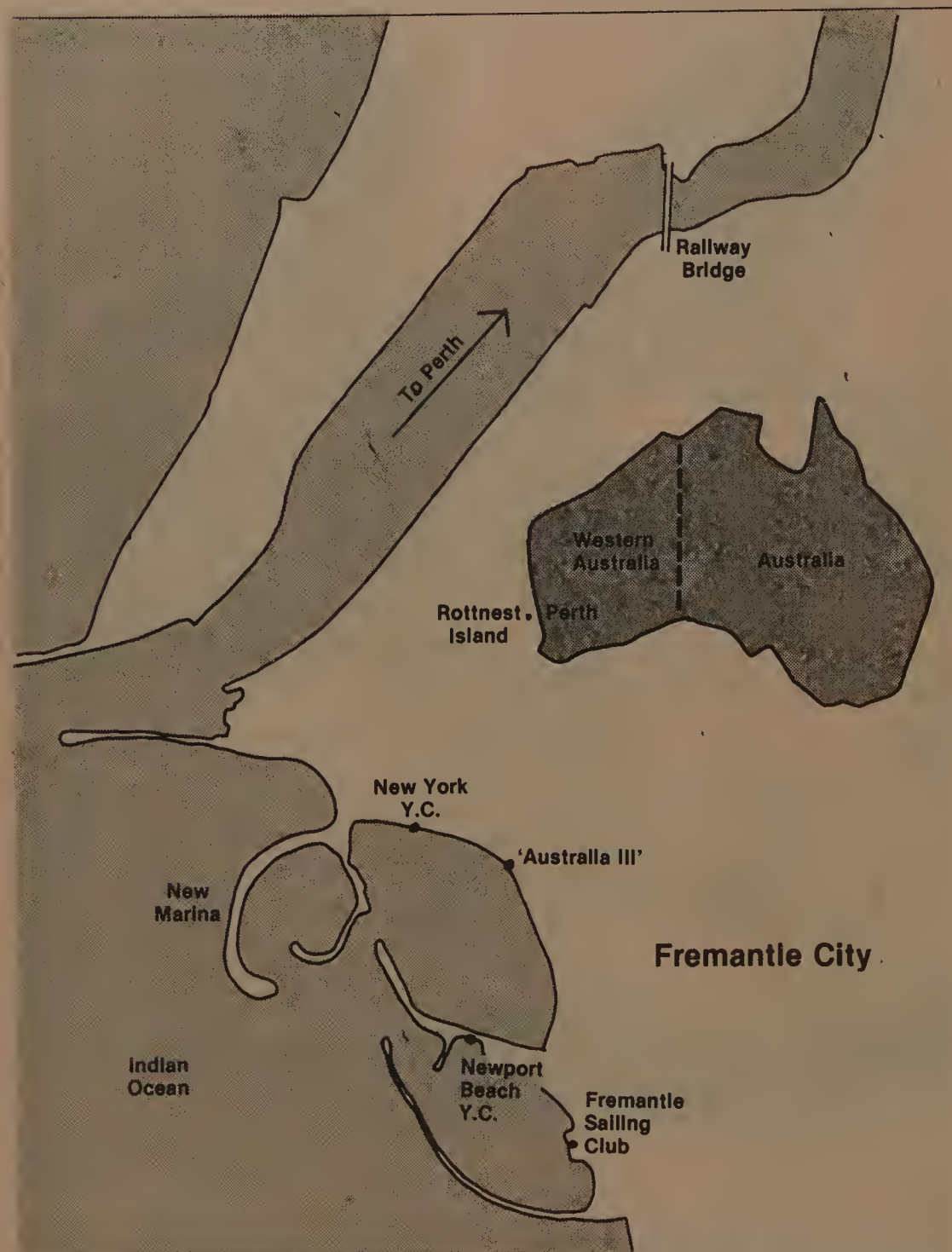
(wild dog) on a flour mill overlooking the future America's Cup course. Bond expanded to property development, oil and gas interests and ownership of Swan Brewery, makers of a fine local beer, and Swan TV. He also married the mayor's daughter and now enjoys the celebrity life in Perth, the state capital of West Australia and home to about a million people.

"Bondy's" free wheeling style is typical of West Australia, a state which boasts "more entrepreneurs and millionaires per population than anywhere else in the country." In addition to his 12 meter campaign, Bond has a \$100 million casino under construction, as well as a group of high rise condos overlooking the race course. He also recently bought a local television station to

COURTESY JOHN BERTRAND



# PARTY IN



## THE DOCTOR,

Last November the elite of Perth and Fremantle were invited to the recommissioning of the champion 12 meter *Australia II*, which had been on a year long tour of the country. Designer Ben Lexcen, who has become a bona fide national hero for his revolutionary winged keel design, flew in from Sydney to be reunited with his creation. "She's been gone so long," he quipped, "that I thought they'd lost the damn thing!"

The ceremony took place at Bond Syndicate headquarters in Fremantle's Fisherman's Harbor, just a stone's throw from the New York YC's 12 meter facilities. *Australia II* hovered on her hoist above the speaker's platform while uniformed crew members lined up attentively. The silver America's Cup itself was there on the pier, gleaming in a glass box with two sober-faced guards less than an arm's length away.

Several speeches were presented in the typical Aussie formal/informal style. One included the announcement that *Australia II* had been purchased by the National Museum for \$2 million,

the same time zone as Singapore — who own, among other properties, a string of hotels.

There may be an embarrassing oversupply of hotel space after the Cup races, but right now it's a great place to be a reservations clerk. The biggest headache so far for Perth hoteliers is staff-stealing; every time a new

Fremantle, site of the 1987 America's Cup races.



SUE VAUGHN

Alan Bond's early handiwork.

make sure his syndicate would have continual coverage for the next two years.

Bond isn't the only one spending money like a fiend, though. The Australian government, which sees the Cup as a catalytic event for the entire country, is pulling out all the stops. The federal and West Australian state governments have budgeted \$100 million, including \$5 million for a new yacht harbor with 14 pens (slips) for 12 meters and their tenders. Berth fees are reported to be \$100,000! The Cup events are expected to draw at least a million visitors to Perth, which equals the entire country's current total. The publicity potentials for the

land Down Under are tremendous, and the Aussies realize you don't get a second chance to make a first impression.

Preparations are already well under way in both Perth and Fremantle, says Sue Vaughn, who will be arranging tours for the America's Cup. Residents of the Fremantle, also known as "Freo," are scrambling to renovate buildings, prepare houses for lease and building restaurants. Construction cranes hover over Perth's skyline, where seven Five Star hotels are being opened or under construction. Some of those are controlled by Malaysian financiers — Perth is in



## THE AUSSIE SALUTE & THE SECRET WEAPON

although she'll still be used as a trial horse for Bond's Defense 1987 campaign.

The day was hot and the ceremony took place before the famous "Fremantle Doctor," the 17 knot afternoon seabreeze, had arrived. It wasn't long before everyone began performing the Aussie salute, which is a quick back and forth wave across the face without moving your head or changing your rapt expression. As the speeches wore on, the salute became more pronounced, leading West Australian Premier Brian Burke to comment: "If we don't get the Americans in 1987, the flies will!" (Even so, the West Australian government has put up \$75,000 for a fly study.)

Actually, the Aussies are quite confident that they'll successfully defend the Cup. Dr. Stan Reid, a gynecologist who also chairs the host Royal Perth YC's America's Cup defense committee, says they'll win because of their secret weapon. Reid admits the Aussies won't necessarily have an edge in technology,

heavy weather experience or crew work, but they will have something none of the challengers will.

"For many of us," he said in an interview with Sue Vaughn last November, "even though we're second or third generation born here, we're the first generation to call Australia home. My mother, for instance, was always planning to go 'home' on holiday and she meant to England. In a sense, we've never been home; we've always been away — working, building, challenging, competing. We're used to operating alone in a foreign environment, in a different season and climate well away from family and friends, from loved ones and support. For the Americans, and others as well, this will be the most important factor in the long term events of the Cup campaign. For the past 132 years, the Yanks have never been away from home. This will be your greatest challenge, and it's our secret weapon."

— sue vaughn



SUE VAUGHN

"Bondy", right, honors one of 'Australia II's crew. Below, a typical house you can rent in Fremantle for the America's Cup.

two Irish car ferries which have been converted into hotel/convention ships.

It should be plain by now that Perth will be the party town in 1986 and 1987. (Australia also has its bicentennial coming up in 1988.) All you really need to pack is your suntan lotion, some bug spray (see Sidebar) and your teeny weeny bikini — tops are optional for women in Australia. You might even get to

hotel opens, it needs a full-service experienced staff. By last November there were 1400 Five Star hotel beds in Perth. In two years there should be thousands more in small hotels, motels, lodges, caravan parks, bed and breakfasts and home and apartment rentals. Space will be tight, but the Tourist Commission insists they'll fit everyone in.

The boat building boom has also taken off in Perth, which is home for 55,000 craft already. Four major yacht builders recently combined efforts to form Precision Marine, and their average annual output is expected to more than double. The government favors foreign investors building yachts in Australia with a 25% subsidy and 18% investment allowance. The largest owner/builder of ferries and cruise boats on the Swan River, which connects Fremantle and Perth, is building a pair of \$1 million, 500 passenger floating grandstands for the Cup races. They'll be built low enough to pass under the 25-ft. high railroad bridge at the head of Fremantle Harbor on the way to Perth.

The Fremantle harbormaster expects up to 500 large spectator craft to be going in and out daily when the action heats up. Finding a berth may be even harder than obtaining a



SUE VAUGHN

hotel room. The presence of the Aga Khan will no doubt draw the cream of Mediterranean yachting with their large yachts. Eight ocean liners, including the Queen Elizabeth II, the Royal Viking and the exclusive Sea Goddess (114 passengers, \$600 a day), will be berthed in Fremantle Harbor, as well as

see some sailing too: the 12 meter worlds will be held in February, 1986, and the challenger eliminations start eight months later, followed by the grand finale for the Cup in February, 1987. Anytime is the right time to go.

sue vaughn and latitude 38 - svc



One of the major focal points of social interaction at my marina is a small bait shop not far from the harbor master's office. Off course, it sells a lot more than just bait: beer, ice, sandwiches, soft drinks — along with the usual selection of fishing gear. It's the closest thing we have to the classic small town general store atmosphere — complete with a bunch of crusty old fishing types (and usually a marina employee or two) sitting around swapping fish stories in one end of the shop while the procession of yacht owners, crews, tourists, and windsurfers streams in and out for last minute supplies or a quick snack. I usually run in to get ice on my way to the boat on race days.

That's exactly what I was doing the other day when I bumped into one of my old crew from a few seasons back.

"Good morning, Max," he said as we both opened the door to the ice freezer. "Racing today?"

"Of course," I answered. "Someone has to go out there and keep 'em honest."

My former crew had been one of the best foredeck hands I had ever sailed with. But, as inevitably happens with the really talented crew, it wasn't long before he was off to bigger and better things. Now he's on one of the top IOR boats.

"Same old story," he complained as he inspected the bags of ice cubes. "Nothing but 'Party Ice'. We're not going out there to party! When is this place going to start selling Racing Ice?"

He spoke loud enough for the gang of regulars sitting on the other side of the cooler

ing fleet.

My former crew greeted him with a vigorous handshake.

"Hey, it's great to see you going out racing again!" he said.

"I hate to give the wrong impression," the skipper said apologetically as he gestured at

by boats full of people that I had trained, while I had to deal with a boat full of rank amateurs. I'll tell you, that's not fun!"

"You shouldn't have had any problems getting good crew — maybe the food wasn't the greatest, but we always had a good time with you, even when we lost."

## "Racing ice" has holes in the middle and costs twice as much!"

all the beverage cans, "but we're just going out for a daysail. I gave up racing for good almost two years ago."

"Wasn't that right after you got your new 150? What a waste!"

"Racing was getting to be just a little too intense. I enjoy the boat much more as a cruiser."

"Oh, come on!" insisted the old crew. "We used to have a great time out there! Why, remember the time the whole fleet was sailing the wrong course, with us in first place?"

"Oh, yes, that was really something. We were leading the fleet around the wrong course when we realized our mistake. If we turned around and went for the proper mark, the other boats would be tipped off, and we'd be last! So we made it look like our halyard broke, let them sail by, and then raised our jib and went back to sail the correct course and won by a whole leg!"

The old skipper's expression changed again. "What do you mean, the food wasn't the greatest? I thought I fed pretty well."

"What I really mean," said the former crew, trying hard to pry his foot out of his mouth, "is that, you know . . . ham and cheese on white and a bag of potato chips — it was adequate, but nothing special."

"Since when do racing crew expect 'special' food?" pressed the skipper.

"You see it's . . . it's not that we expect special food, but . . . well, a great lunch is a small luxury that makes the whole day more fun for the crew."

"He could be right," I added. "You have to give them something to brag about if you finish in the middle of the fleet."

"And how much did you spend on that new jib?" asked the foredeck crew. "Don't tell me, I know! You could have bought everybody deli sandwiches, imported beer, bakery cookies, and chocolate truffles for two years and come out way ahead. And you know what? The boat will get around the course faster with the old 150 and a better crew."

"I know that," he insisted. "I would never try to economize on food and drinks. Besides, nobody ever complained about the sandwiches — and you know, nothing is sacred on my boat!"

"Like I said, we did have a lot of fun. I don't remember actually being put off by the uninspired menu."

"Well, then why did I have so much trouble keeping a good crew? That last season, week after week, all my regulars would already be committed to some other boat when I called."

A lot of it was because you never called soon enough! Even after I started racing on the big IOR boat, I still would have liked to sail with you once in a while. But the other

## A great lunch makes the whole day more fun for the crew.

to overhear. "Yeah, they sell Racing Ice," shouted one wharf rat. "The cubes have holes in them to save weight, and the bag costs twice as much!"

"I'll stick to Party Ice, thank you," I said as we both turned to the counter with our bags of ice cubes, not really minding having given the fishing folks a laugh at the rag-hangers' expense.

Standing at the counter waiting to check out a few sixes of beer and soda was a mutual acquaintance of ours, the owner and skipper of a boat that I had raced against several years ago. My old crew had also sailed with him for a season or two. They had been reasonably competitive then, but the boat had since dropped out of the rac-

"And aren't you the one," I asked, "who threw a broken cotter pin into my rig once during a heavy air race?"

"And you fell for it!" he cackled. "The oldest trick in the book. By the time you figured out that it was a hoax and sheeted your sails back in, I had gained five boat lengths!"

"So what made you give it all up?"

"Well," he explained, losing his temporary enthusiasm and returning to a more impassive tone, "It was becoming impossible to keep decent crew on the boat. Every time I got someone trained for one of the key positions, they'd either switch to a boat that was winning more often, or go out and buy one of their own! I was out there getting beaten





Dear Crewmember,

Last year was one of our most successful racing seasons ever. We appreciate your contribution, and enjoyed having you sail with us.

Here is the schedule for 1985 — please check off the races that you can commit to at this time. Send back one copy in the stamped envelope provided, and keep the other copy for your calendar.

- |                                  |                            |                                   |                            |
|----------------------------------|----------------------------|-----------------------------------|----------------------------|
| <input type="checkbox"/> May 4   | Coyote Point               | <input type="checkbox"/> Aug. 24  | Social sail—guests invited |
| <input type="checkbox"/> May 5   | Coyote Point               | <input type="checkbox"/> Aug. 31  | Windjammers                |
| <input type="checkbox"/> May 17  | Stone Cup                  | <input type="checkbox"/> Sept. 2  | Return from Santa Cruz—    |
| <input type="checkbox"/> May 18  | Stone Cup                  | <input type="checkbox"/> Sept. 7  | guests invited             |
| <input type="checkbox"/> May 19  | Stone Cup                  | <input type="checkbox"/> Sept. 8  | Work party                 |
| <input type="checkbox"/> June 8  | Social Sail—guest invited  | <input type="checkbox"/> Sept. 14 | Big Boat Series practice   |
| <input type="checkbox"/> June 15 | Knox course                | <input type="checkbox"/> Sept. 15 | Big Boat Series            |
| <input type="checkbox"/> June 16 | Knox course                | <input type="checkbox"/> Sept. 16 | Big Boat Series            |
| <input type="checkbox"/> June 22 | Mid-season work party &    | <input type="checkbox"/> Sept. 18 | Big Boat Series            |
|                                  | crew dinner—guests invited | <input type="checkbox"/> Sept. 20 | Big Boat Series            |
| <input type="checkbox"/> July 20 | Silver Eagle               | <input type="checkbox"/> Sept. 21 | Big Boat Series            |
| <input type="checkbox"/> July 27 | Drakes Bay                 | <input type="checkbox"/> Sept. 21 | Crew dinner at St. Francis |
| <input type="checkbox"/> July 28 | Drakes Bay                 |                                   | —guests invited            |
| <input type="checkbox"/> Aug. 3  | Knox course                | <input type="checkbox"/> Sept. 28 | Ocean Triangle             |
| <input type="checkbox"/> Aug. 4  | Knox course                | <input type="checkbox"/> Oct. 12  | Half Moon Bay              |
| <input type="checkbox"/> Aug. 10 | Duxbury-Lightship          | <input type="checkbox"/> Oct. 13  | Half Moon Bay              |

My T-shirt size is \_\_\_\_\_

My sweat-shirt size is \_\_\_\_\_

I prefer sandwiches: ☐ with everything ☐ without mayo ☐ without tomatoes

My favorite brand of beer is \_\_\_\_\_

My favorite soft drink or juice is \_\_\_\_\_

In addition to the scheduled events, we'll be participating in the local Friday night races almost every week. Show up whenever you can make it, and feel free to bring friends as long as they have racing experience of some kind.

Thanks again for the effort you put in last season, and we're looking forward to having you on board again this year.

Best regards,  
Bill Payer

skippers always called first. Let me show you something . . ."

He unzipped his duffle bag, and after fishing around in it for a minute pulled out a sheet of paper.

"This is the standard pre-season letter that goes out to the whole crew. It establishes who's going to sail on what days all the way through October. We get two copies of the schedule — one to return and one to keep for our calendar."

The retired racing skipper examined the letter.

"Stone Cup, Farallones, Santa Cruz, Big Boat Series . . . times to be at the dock, parties, when to bring guests . . . that's what I call organization. He must run that boat like a company."

"Keep reading."

"T-shirt size, sweat shirt size . . . favorite beer? The royal treatment all right. Now I see why you think my food was 'uninspired'."

"This letter even came with a small stock of personalized business cards! They have a profile drawing of the boat with the boat's name in big letters printed across the top, and my name in the middle with 'Foredeck Boss' printed underneath. I can't wait to give one away at the next yacht club party."

"Now really, don't you think that's going overboard?"

"No, I think the owner wants to do as much as possible to keep the crew interested and enthusiastic. It's time and energy well spent, and you could do the same if you wanted to get back into it."

"No way. You're talking about a whole different level of competition."

"I think that at your level it's even more important to do this sort of thing. After all, a boat that always wins has a very easy time keeping the crew interested."

"He has a point," I said. "Why don't you send out a letter like that to all those people — there must be hundreds — who crewed for you at one time or another. See how many will show up for some Friday night racing or something."

"I'd just love to do a couple of Friday night races with you," said the former crew.

"Really?"

"Sure! But I'm not in a position to be a regular or anything, with all my other racing commitment."

"Maybe the best policy," I suggested, "is to avoid 'regulars'. Establish a large list of occasional crew, who are available for maybe one out of every four or five races. That way they can also be involved with other campaigns."

"And nobody gets burned out on your program," added the crew.

"It's worth considering," said the skipper.

The cashier finally finished telling his latest fish story to his friends, and stepped behind the counter. As he added up the items on an ancient mechanical cash register, we suggested a low-key racing program to follow if the Friday races turn out to be successful: Silver Eagle, Midnight Moonlight, Aeolean Lightship, Windjammers Santa Cruz, and then the Midwinters.

"Yikes!" exclaimed my former crew suddenly when he glanced at his watch. "I'm late. Good luck today, and have fun!"

He ran out of the store with his bag of ice, forgetting that it hadn't been paid for. He also forgot the letter.

"I'll cover the ice," I said. "And I might as well take the letter, also, since I'll probably see him at the yacht club tonight."

"Thanks. It was nice running into you again, Max."

I said a goodbye and watched him leave the store with his bags of supplies. But he stopped for a few seconds to look at some fishing lures on the way out. Oh well — we tried.

On my way to the boat I couldn't help taking a look at the crew letter. He had already filled out most of it, indicating that he would sail about two-thirds of the season's races. Then I noticed that he had checked the "no mayonnaise" box.

"So that's it," I thought to myself. "If only I had known . . ."

— max ebb



# HANK & MARY GRANDIN:

The European cruises of Hank and Mary Grandin came about more by circumstance than design. They did not originally plan to cruise their Olson 30 *Tinsley Light* around Europe. It just worked out that way. In doing so, it provides a lesson in adaptability, both human and boat-wise. Hank and his light, long, and lean red sloop are racers through and through. Neither is at home with luxurious seagoing accommodations. They've, nevertheless, become an effective cruising team, along with Mary, who wasn't a racer to begin with but who's found there's more to sailing than fierce competition.

Any area sailor who doesn't know of Hank Grandin hasn't been sailing on the Bay very long. Hank has been sailing for more than 50 years, and his appearance on the Bay racing circuits is more dependable than summer fog. Offshore, he's done more than a dozen TransPacs, a score of Mexico races, a Tahiti race and countless coastal events,

Anyone who  
doesn't know of  
Hank Grandin  
hasn't been sailing  
the Bay very long.

and the walls of his study are smothered with the trophies, photos and other racing memorabilia. But this is not a story of his racing triumphs; it is a story of he and Mary's newfound joy — cruising.

It all began back in the late '70's. "Rod Stephens began encouraging me to become the first American 'round the world skipper'," says Grandin. "I was interested in the concept of long distance racing, but was really tiring of the responsibilities involved — coordinating crew, customs and so on." Too, Hank had been cultivating an increasing interest in shorthanded sailing, and had competed in several Lightship and Farallones races both singlehanded and doublehanded. He preferred the latter. The clincher for a European adventure came right after Hank and his son Steven doublehanded the first *Tinsley Light*, a Mull 35, to Seattle from Honolulu.

"In the summer of '79 they announced the first running of the doublehanded Trans-Atlantic race, which was scheduled for the summer of 1981," says Grandin. "I started



reading a lot and talking with my regular doublehanded crew, Jim Slauson, and we decided to do the race."

Preparations began with the selection of a boat. Grandin settled on the ULDB Olson 30 because it both fit the class and because of its "lack of handicap." To completely comply with the under-30-foot rule, Hank literally shaved a quarter inch off the bow.

"We took delivery of the boat in the fall of 1979 and spent the winter outfitting it," he recalls. Preparation included the installation

of a double-spreader rig, a hand-cranked watermaker, enough foam to keep the boat afloat "full of ocean," and enough hooks, eyes and holes throughout the interior to secure everything aboard so that nothing would fly around in the event of a severe knockdown or capsize. This last would stand them in good stead for the trip to come. The positive flotation, incidentally, was in the form of fitted, glued and glassed-in foam under the V-berth and quarterberths and inside the lazarette. Surprisingly, says Grandin, this had little effect on storage and actually made gear stored in the lazarette more



# THE CRUISES OF A DIEHARD RACER



seconds. When she came back up, it was sans tiller and the wind instruments atop the mast. Aside from a few superficial cracks in the deck, a bent dodger frame and stretched rigging on one side (no sails were up), though, she had apparently suffered no major damage and the mast still stood. Down below, thanks to careful preparation, the only calamity was one unsecured bottle of beer that had flown across the cabin and broken. Hank and Mike rigged the spare tiller and when the gale blew over, raised the sails and started again for England. Just a few days out, the trip hit another snag. Surfing under wung-out genoa and main at 13 knots, the boat broached, drove the boom under and snapped it at the gooseneck. They made temporary repairs while continuing on under headsails, and arrived in Weymouth on the planned date. Thirty days after leaving the states, Hank barely had time to get into his hotel room and turn on the water for a shower when Mary, who had just flown

While lying ahull  
in 50-knot winds,  
'Tinsley Light'  
was capsized by  
a large wave.

in, called from London. Now that's timing!

Though the boat was soon repaired, the whole experience had soured the elder Grandin's appetite for more ocean racing on so small a boat, "not because it's not safe, but it's just not that much fun," says Hank. "The fact is, it's boring lying ahull in mid-Atlantic. You just lie there, strapped in your bunk, listening to the wind blow and waiting for the boat to get damaged." Participation in the Transatlantic race was called off, and Mike, Hank and Mary spent a relaxed few weeks sailing in and around Weymouth. When it was time to return home, Hank put *Tinsley Light* into inside dry storage.

While Hank's interest in the Transatlantic event had dimmed, though, the idea of racing in Europe had not. In 1981, Hank and Mary returned with son Steven and Bay area residents Jim Slauson, Jan Snyder (now Jan Slauson), Dan Doyle, Carl Bailey and Ray Sluis for Cowes Week. When the racing was

his son Michael departed on a misty July 4 morning for England.

The first 2,000-mile, 16-day leg of the trip to the Azores, although enjoyable, was largely uneventful. The more publicized 11-day second half from the Azores to England was the part that really changed Hank's attitude toward the whole affair. A week out of the Azores, while lying ahull in 50-knot winds, *Tinsley Light* was capsized by a large wave. The boat was "shiny side down", about 160 degrees, for about 10

LATITUDE 38/JOHN

Surrounded by the mementos of 50 years of sailing, Mary and Hank plan the next European itinerary on the floor of the study.

accessible. "In effect, all it did was raise the bottom up a bit. Now instead of having to climb down in there to get anything like you do in a stock Olson 30, you just open the hatch and reach in." Once completed, the boat was trailered cross country to Rhode Island. Slauson was not able to make the West-East crossing, so after a few days of setting the boat up and enjoying the festivities surrounding the 1980 Americas Cup Challenge (the last one we won), Hank and



# HANK & MARY GRANDIN:



HANK GRANDIN

over, the Grandins cruised some 400 miles of the Brittany coast before returning across the English Channel to Cowes to store the boat again for the winter.

In 1982, Hank and Mary went back to England—this time not to race, but to cruise. Hank had been in contact with Tiburon's Bob Roy who had spent seven years cruising the area and had decided to follow in his footsteps. Roy gave him charts and suggested itineraries. Hank also received a lot of support and encouragement from Roy, and from a new and refreshing corner—his wife Mary.

**M**ary Grandin is no stranger to sailing—

Mary takes the helm as 'Tinsley Light' leaves the Isle of Wight for Channel Islands.

her first sail was on Hank's Star soon after they were married—but in 33 years of marriage, she more often than not has played the role of sailing widow to Hank and their four sailing children: Michael, Steven, David and Laura. "I'm not the least bit competitive," says the native San Franciscan, "and I don't like to be cold, soggy and yelled at, so I didn't sail much." Cruising, however, was a whole different world than the high-tension pace of racing. "After these last few years," says the petite, dark-haired Mary, "I wish I'd have started sailing 35 years ago."

Hank, on the other hand, thrives on challenge. In addition to his sailing accomplish-

ments, the San Francisco investments advisor started Big Brothers of Marin, served for a time on Nixon's staff, and was the youngest prison commissioner in the history of Marin County. He is an active supporter of the St. Francis YC and his *alma mater*, Stanford University. In his "spare time," the robust, silver-haired grandfather is an avid amateur photographer, writer and offroad motorcyclist. ("I spent last New Years camped in the mountains in Mexico with my son David," says Hank. "It was really beautiful.") Obviously, Hank's attention to detail and penchant for using time efficiently comes in handy both on and off the water.

**T**he cruises of Hank and Mary Grandin

"After these last few years," says Mary, "I wish I'd have started sailing 35 years ago."

are unique in a couple of different areas: their once-a-year-nature, which involves storage of the boat over the cold months; and cruising on a boat neither regarded or intended as a cruising boat.

"The 'Olson 30 is intended to be a class racer and a downwind flyer. With its lack of headroom and storage, its layout, and no enclosed head, it is the antipathy of the usual heavy, solid cruising boat," says Hank. "But we have not found the spartan nature of the boat to be a limiting factor." More than offsetting any drawbacks, at least to Hank's way of thinking, are the boat's excellent handling characteristics and its fast passages. The frosting on the cake is the attention the bright red ULDB attracts wherever it goes.

"It's quite a departure from most of the cruising boats we meet," says Hank. "The idea of a British boat is to see how many people you can sleep on it—and believe me, the Europeans take full advantage of those possibilities."



# THE CRUISES OF A DIEHARD RACER



HANK GRANDIN

Drying harbor, St. Helier, Isle of Jersey.

**T**insley Light went through a few gear changes to become a cruiser. Hank got rid of the SSB and Loran C, and now supplements his navigation with two fathometers, a very accurate log and an RDF. There is still a VHF aboard but it's rarely used. Other amenities in the long, slender hull include a couple of small, simple "Gaz" powered, gimbed stoves, a little Gaz powered icebox that keeps the butter cold and produces one

Father and son depart America for England, summer of 1980.

little tray of ice cubes a day; a long distance EPIRB unit put on board in the states; and a stereo. "We always play tapes of Walter Tolleson's Big Band Sounds to remind us of home," says Hank.

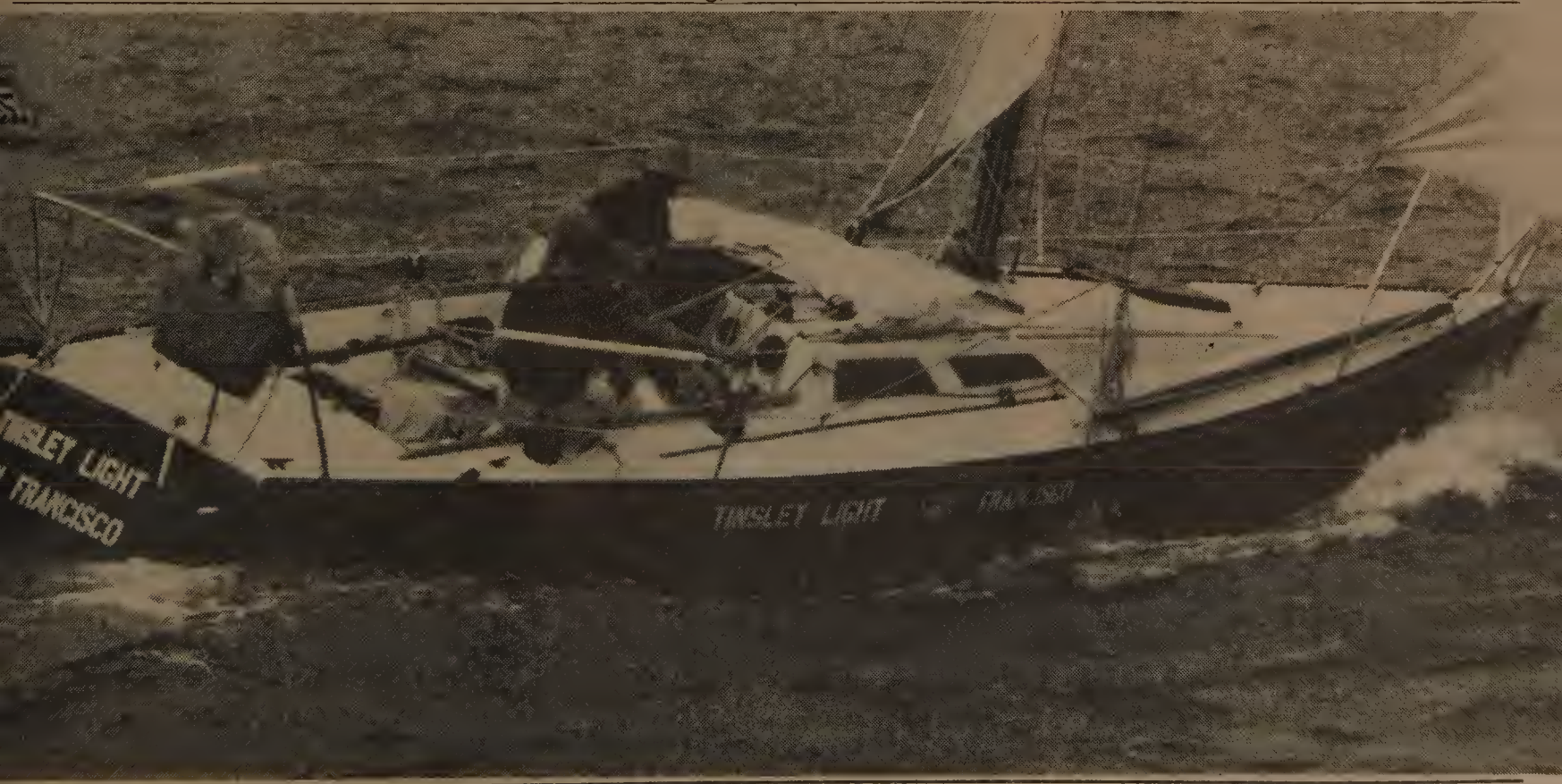
On deck, Hank has "gone to a geriatric rig" — a roller reefing headsail. The Grandins also carry an inflatable dinghy, a two-horse outboard and two 20-pound, folding Bickerton bicycles, which see lots of use in the 14-hour long, shorts and T-shirt weather

of summertime Northern Europe. *Tinsley Light's* auxiliary power is provided by a BMW diesel.

The budget allows for one meal out a day. On board, Hank and Mary keep a week's worth of food "just in case", but so far Mary has been able to buy fresh breads, meat and vegetables wherever they've gone. She is also charged with finding out what the various port cities they visit have to offer in the way of restaurants, museums and the like. It's Hank's responsibility to get the boat safely from port to port.

So far, storing the boat year after year has been "completely satisfactory," says Hank — with two exceptions. One year the boat was broken into (though nothing of value was taken), and another time, through a misunderstanding, the boat was stored outside instead of in. Even then, the yard made good on its error by replacing the dodger windscreen and other items damaged by exposure. Costwise, it runs about \$600 a year for storage, which includes removing and trickle charging batteries; removing electronics to a dry area; taking sails to a sail loft for inspection, repair and storage, and of course stepping and unstepping the rig. All in all, says Hank, "storing the boat over the winter probably costs about half what it would to keep it in Sausalito or Belvedere."

**Y**early cruising costs are also kept reasonable. Hank breaks them down roughly





# HANK & MARY GRANDIN:



HANK GRANDIN

this way: \$2,000 a year max for the boat—that includes storage, miscellaneous repairs and additions, and about \$250 a year for insurance; \$2,000 for air travel to and from the continent; and another \$2,000 for miscellaneous expenses—meals ashore, train and bus fares, bed and breakfasts, Christmas presents, and about \$200 a year for charts. Incidentally, there are no taxes or other duties on the boat if it's not kept in one place for more

Between storms in Crookhaven, Ireland.

ers have twin keels or some other provision for staying upright when in such a place. Fortunately, Hank rarely had trouble finding enough water to keep the fin-keeled Olson

ing in Europe, though, we've only stayed in harbor twice because of bad weather." Incidentally, the worst weather Hank has ever encountered was not in Europe or mid Atlantic. The area inside the dotted line shows areas visited so far by the Grandins. They'll eventually work south into the Med.

"The best sea training in the world is going in and out of San Francisco Bay . . ."

than a year. Altogether, Hank figures \$5,000 to \$6,000 a cruise is a pretty accurate figure.

Also accurate are Hank's piloting and navigation skills, and there are a few better places to hone them keen than the North Sea. With up to 40-foot tides and the attendant strong currents in the area, Hank figures on only about 6 hours of travel time a day, or about 40 to 50 miles. They've only done one over- nighter. The tidal situation also necessitates that you plan exactly where you're going to moor so that you don't end up high and dry when the tide goes out. Some harbors, Mary adds, are "drying harbors"—when the tide goes out, the boats inside rest on the bottom until it comes back in. Many European cruis-



afloat until the next tide.

As far as dealing with the vagaries of wind and wave, if the BBC—which issues four very accurate weather forecasts a day in 10 geographical zones from Spain to Iceland—forecasts force four or stronger winds, "we don't go out," says Hank. "In five summers of sail-

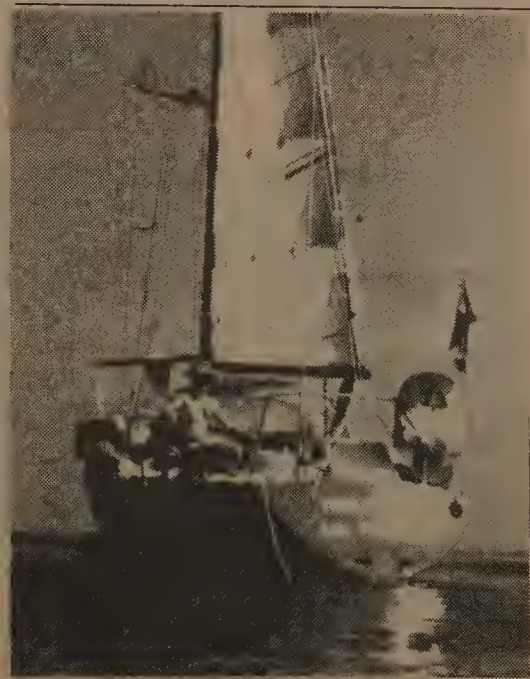
it was right off this coast. "I've never been in anything worse anywhere than singlehanded into Drakes Bay and anchoring in 45 knots. The best sea training in the world is going in and out of San Francisco Bay. If you can get out around the Farallones and back, you can do anything."



# THE CRUISES OF A DIEHARD RACER

Asking Hank and Mary to reminisce about their cruises is like opening the door of a fairy tale mountain cabin in winter. A guest is carried away on a blizzard of anecdotes, remembrances and snippets of history to misty highlands, enchanted canals, bustling cities, secluded anchorages. In five cruises, the Grandins—who trace their roots to Normandy on Hank's side and to France, Italy and Wales on Mary's side.—

have visited the North Sea coasts of England, Ireland, Scotland, France, Denmark, Holland and Belgium. They have anchored off centuries-old castles; rafted 10, 12 or 15 boats deep in crowded harbors; even traversed the deep and mysterious Loch Ness—alas, without seeing Nessie. They did see and meet many different types of people, though, and these new friends provided some of the most memorable moments of their trips. “Many cruisers are into how many



COURTESY HANK AND MARY GRANDIN

Above, becalmed in mid-Atlantic. Left, rounding the infamous Fastnet Rock.

miles they've sailed,” says Mary. “We are more into meeting people and enjoying the places we've been.” The people they have met so far have been most engaging.

“The Europeans are crazy about America and American sailors,” says Hank. “We felt

“... If you can get out around the Farallones and back, you can do anything.”

very welcome anywhere flying the American flag. I even remember one Frenchman (the French are not always looked upon by Americans abroad as the most friendly people) who clasped his hands above his head as we went by and with tears in his eyes, said ‘God bless you yanks.’”

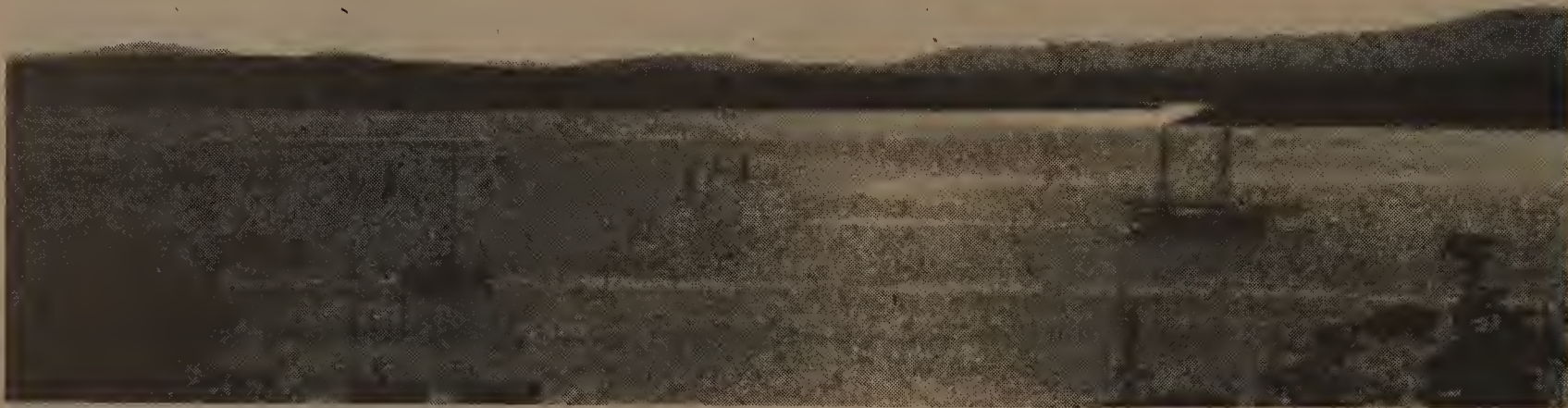
Generalizing now, Hank characterizes the various peoples they've met this way: “The Irish can't wait to have you home for a meal; the Scotch would like to but can't afford it; the English would like to wait one more day before inviting you; and the French treat everybody badly—even each other. The Dutch and Germans are reserved, and you generally aren't as gregarious around them.”



COURTESY HANK AND MARY GRANDIN



# HANK & MARY GRANDIN



HANK GRANDIN

Other observations and highlights of their cruises:

✓ While in a large raft up, the Grandins met a Rotterdam couple who arranged for the Americans to be their guests in a little harbor within the main harbor in Rotterdam, the busiest harbor in the world. "When we arrived, they had arranged for us to stay at the Royal Maas YC, and devoted two entire days to showing us their hospitality," recalls Mary.

✓ In Kinsale, the Grandins found how small a world it is when they met the Jacobs family, who turned out to be good friends with some good friends of theirs back here in the States. That world shrunk even more when Hank and Mary returned home. "I was standing on the breakwater watching Hank in the Big Boat Series," says Mary, "and just happened to be wearing the same outfit I had on when we had dinner with the Jacobs and some of their friends. I heard a voice say, 'There's the lady from *Tinsley Light*.' When I turned around he said, 'Didn't I have dinner with you in Europe last week?'"

✓ In one port, while rafted six boats from the quay, Hank and Mary found themselves next to a boat whose guardian was a large German Shepherd. Not wanting to violate the animal's territory but needing to get ashore, they were sort of marooned until the dog's owners told them the proper procedure. All they need do was greet the beast with "Bon jour, mon chien" (good day, my dog) before crossing over, said the owner, adding, "Just don't stop in the cockpit."

✓ On the Isle of Wight, the Grandins met Sir John Nicholson, who in return for being treated royally during a visit to the St. Francis YC, invited Hank, Mary and Hank's 86-year-old mother, who accompanied the Grandins from the Isle of Wight to Brighton, to have lunch at the prestigious Royal Yacht Squadron, a strictly invitation-only establishment. Following the luncheon, the Grandins

Above, sunset in Baltimore, Ireland. Below, a puffin welcomes the Grandins to Great Skellig Island.



HANK GRANDIN

were invited to Sir John's home, Modostone Manor, on the other side of the island.

"Anything a person does to get to know other people and other cultures enriches his life exponentially," says Hank. "Sailing happens to be the means we used to enrich our lives." Not all of that enrichment has to do with where you go and who you meet, however. . .

"Being on a small sailboat is a very romantic thing to do for people who like each other," says Hank. "There's none of the built in structure or distractions of clients, relatives, inlaws and so on. We love being there together and come back much better friends than we were before. And cruising on a per-

iodic basis gives you a wonderful perspective on current events in the area. All the places we read about in the papers mean much more now because we've been there. It's really something we look forward to."

And forward they're looking. Fate willing, the yearly cruises of Hank and Mary Grandin will probably continue into the 21st century.

"I plan on making this a regular part of our lives for as long as I can," says Hank, "At least a dozen more years. I'm 57 years old now, and by the time I'm finished, I'll probably be in my '70s. I figure while we're still young is the time to visit some of the more northerly countries. As we get older, we'll eventually work our way south into the Mediterranean."

Their guest leaves late, but the Grandins will be up for awhile yet taking care of cruise-generated correspondence. Hank needs to complete a magazine article on the latest trip and perhaps pour over a little of the itinerary for the upcoming Norway trip on charts spread over the floor of his study. All this in addition to preparing to race his newest *Tinsley Light*, a Santana 35, in both the Bay and Ocean series this summer. Whether he's aboard for the whole series or lets the crew go at it on their own for a month or two remains to be seen. Either way, more than a few Nordic eyebrows are sure to raise at the strange sight of a bright red California ULDB gliding into the fjords later this year.

"We can't wait to get back," says Hank.

— latitude 38 — jr

Hank has assembled a slide show entitled "Sailing and Walking in Ireland, England, Holland and Denmark." As the name suggests, the show highlights he and Mary's last few summers abroad. Clubs and other boating groups interested in seeing a little of Europe through the unique perspective of one of the Bay Area's real renaissance men can do so by contacting Ward Cleveland of the San Francisco Bay Sailing Association. Ward's number is 283-2249.



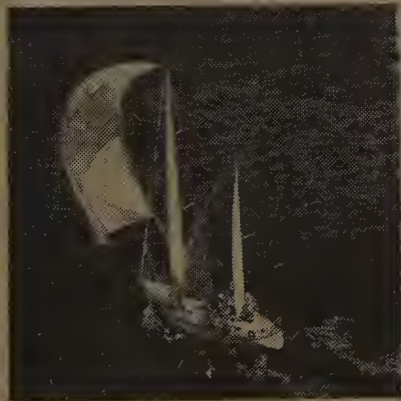
# WHITE SALE!

On the main, we'd like to move a few boats so we're showing our true colors. And that means there are bargains on the wind.

From the grandest of yachts, to the simplest of dinghies, here's just a sampling of what we have to deal with.

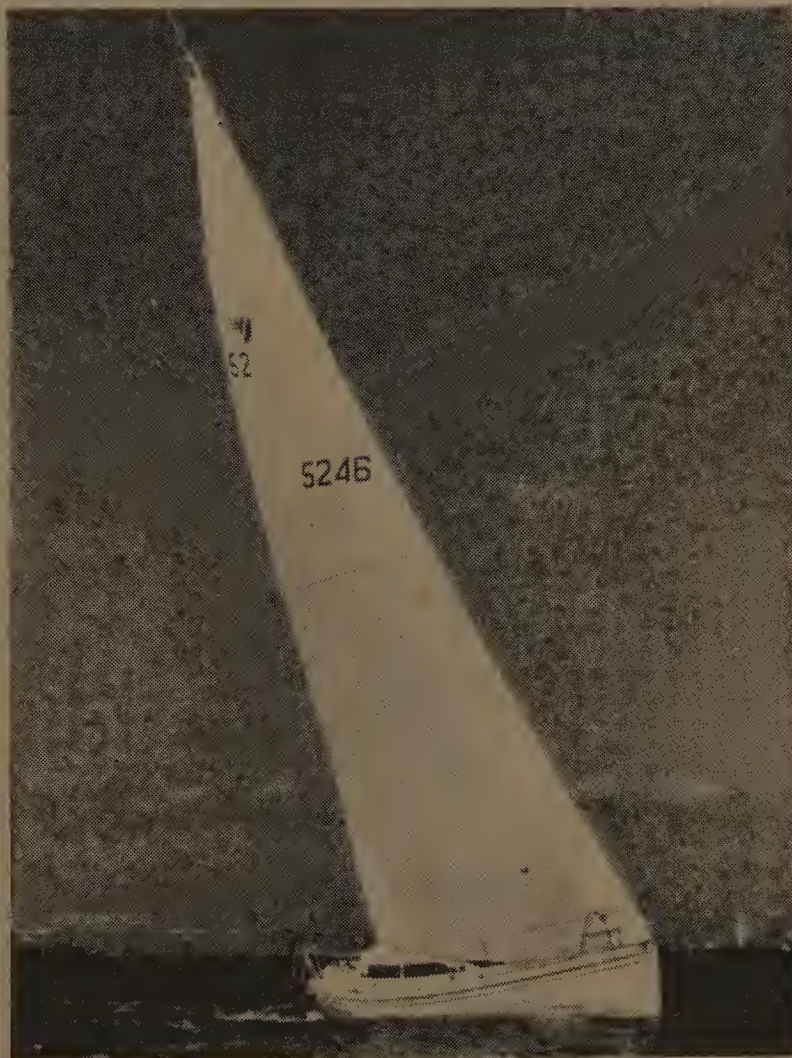


**MULL NZ-45.** New from New Zealand, this is the uncompromised cruiser/racer. Ultimate in comfort, yet designed for speed. \$175 K.



**DAWN 48.** New. The new standard in luxury. Noted designer German Frers triumphs with this marriage of cruising comfort on a racing hull. "Looks draw a crowd, speed surprises all..." — Yachtsman mag. \$265 K.

**RANGER 23.** "Toad" is a well equipped cruiser/racer that comes with a slip in Sausalito. It's fun and easy to sail. \$12.5K

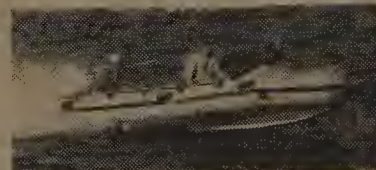


**WRIGHT 10.** The fast news travels faster. The latest cruiser/racer by New Zealander Alan Wright barely makes ripples in the water; but it's making a big splash with sailors. Rightly so. It's fast, practical, spacious, comfortable and affordable. San Francisco Yachts loves to show it. Just call. \$69.5 K.

**J-24.** If you've had spray in your face you've heard all there is to say about this popular speedster. "Bolero." \$13 K.

**CAL 2-27.** A well cared for "proper" yacht with many custom extras. It's even fun to sit at the dock in. "Windbob II." \$26.5 K.

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tee). And San Francisco Yachts is the only place you'll find one this side of New Zealand. From \$795.



**SERENDIPITY 43.** "Prism" has a solid race record behind her. She's well equipped and quite comfortable. Competition with a warm ambience. \$135 K.



**SPIRAL 3.8.** A high performance sailing dinghy that zips you across the water as if you owned it. Light weight, maintenance free. And it gives all those Lasers something to think about. \$1795.

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**PHASE II.** A spacious dinghy for the guy who loves sailing and insists his crew does. Two sails for two persons with unique features. \$2495.

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# S.F. CUP

If you're a match racing fan, you should have seen the San Francisco Cup races between the St. Francis and San Francisco YC's at the end of March. Five races between the St. Francis' *Bondi Tram*, a Frers 40, and the San Francisco's *Chimo*, a Nelson/Marek 41, took place on the 23rd and 24th. Separated by only 6/10th's of a foot in rating, the two boats raced almost boat for boat in fierce competition. When off-setting protests threw both entries out of the fifth and deciding race on Sunday, the concluding race was put off until the following Friday. *Bondi Tram*, driven by Olympic silver medalist John Bertrand, prevailed.

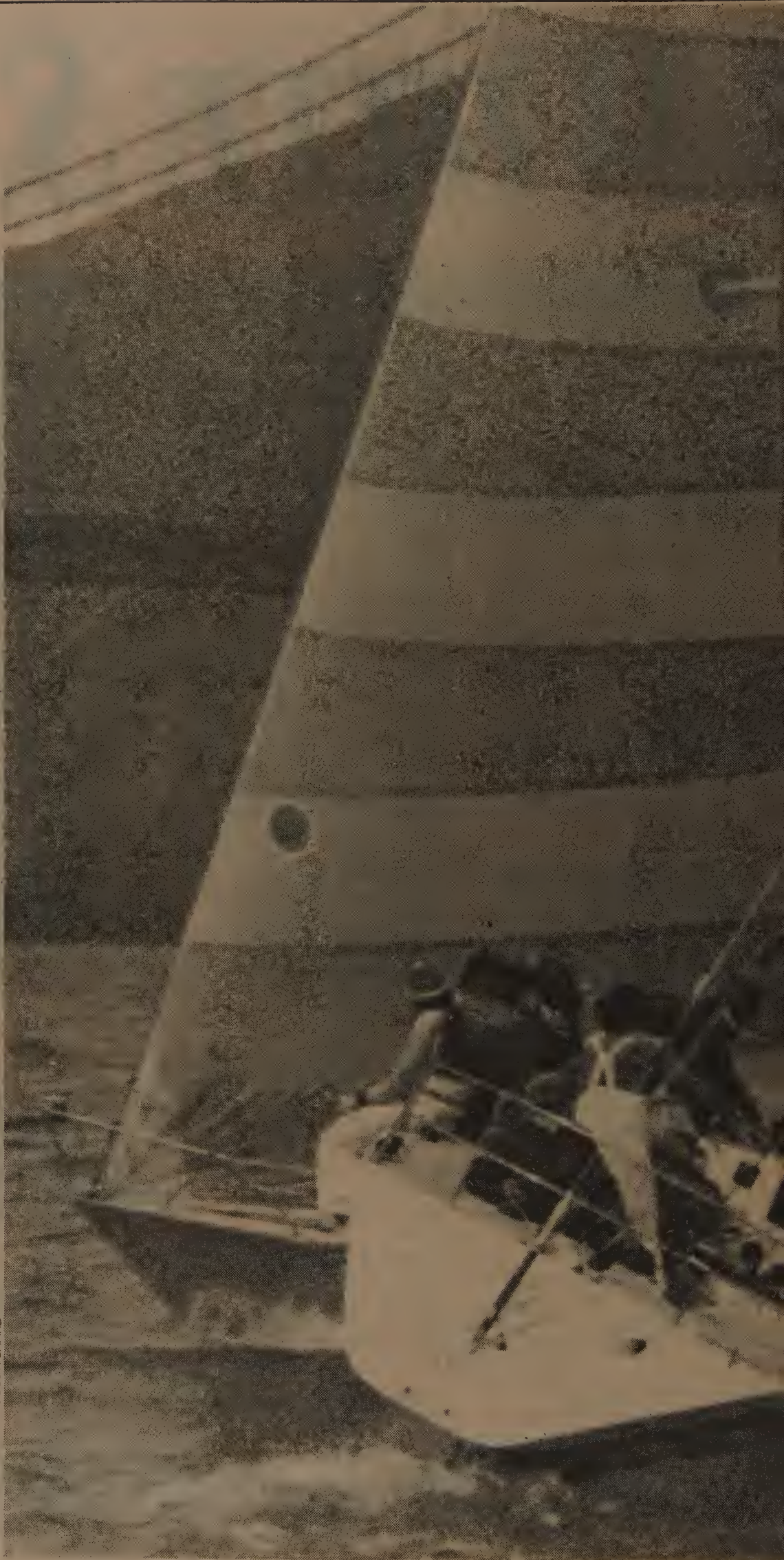
A couple of years ago, Bertrand sailed to some pretty easy victories for the St. Francis in this series, an annual contest between these two clubs. "We used to beat up on them pretty badly at the starting line," says John, "but it's getting harder and harder to keep an edge." John's counterpart on *Chimo*, Jeff Madrigali, kept the heat on constantly. After the first three races, the difference in corrected time between the two yachts amounted to just 21 seconds!

With the series tied at two apiece, Madrigali steered too close to weather of Bertrand before the start of Races. That move elicited a protest flag from the St. Francis crew, which included Skip Stevely, Hartwell Jordan, Don Kohlmann, Craig Healy, Peter Stocker, Bill George and Tom Ducharme. *Bondi* took the lead after the start, but found herself in a furious tacking duel on the second beat coming up the City Front. In crossing *Chimo*, which was on starboard, *Bondi* cut it too close for the San Francisco YC group, which included Mark Maymar, Steve and Don Jesberg, Will Baylis, Jock Maclean, Mike Green, Jim Davies, Bill Barton, Chuck Winton, Kent Massey and Duncan Kelso. They protested as well. Both yachts were found guilty of their respective wrongdoings, which necessitated a sail off.

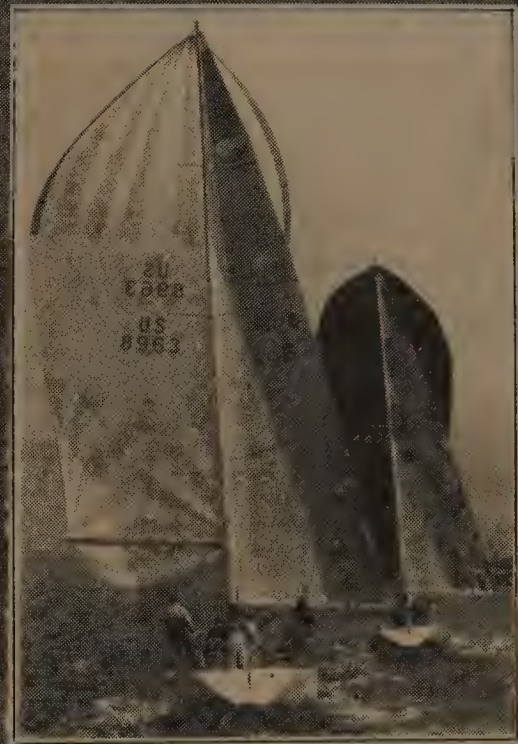
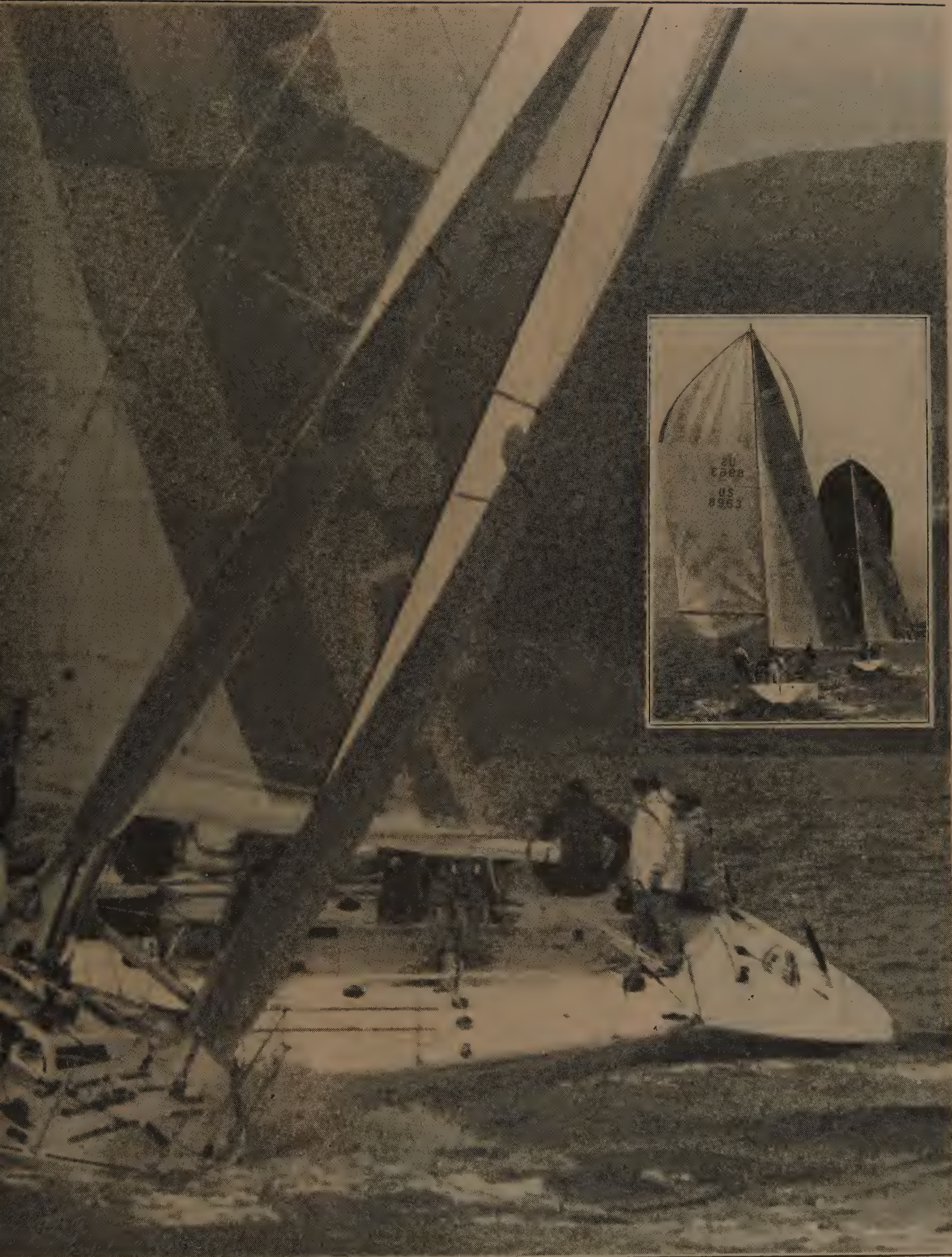
The finale had its share of thrills too. *Chimo* led at the weather mark and down the run on the windward-leeward course. Realizing they couldn't get an inside overlap at the bottom mark, *Bondi* cut across *Chimo*'s stern. Somehow *Bondi*'s spinnaker halyard was cut loose at that time, touching *Chimo*'s backstay. After running over the sail and doing a 720 degree spin to exonerate herself, *Bondi* took off again with a vengeance. Bertrand and crew not only caught up but passed their rivals to win the race and series by eight seconds!

'Bondi Tram', on starboard, crosses 'Chimo'. Inset, 'Chimo' chases her foe down the Cityfront.

LATITUDE 38/RICHARD









# THE RACING

This month we have a report on the **Camellia Cup**, the **Champion of Champions** race, and notes on the **Oakland to Catalina** race, the **Colin Archer**, the **1988 Olympics** and **Whitbread Race**, the **6 Meter Worlds** and more results!

## RACES PAST

### CAMELLIA CUP

What is it that draws people to Folsom Lake's Camellia Cup year after year? The wind tends to be unreliable at the end of March, blowing up a gale or just teasing the hundreds of entries that show up. Launching your boat on the steep ramp next to the marina at Brown's Ravine can be fraught with delays and the risk of backing your car or truck into the lake. And the beauty queens assigned to hand out trophies on Sunday afternoon are usually too young to legally lust after.

So how come this series, part of Sacramento's annual Camellia Festival, has continually drawn 200 to 300 entries for the past 20 years? Local Thistle sailor Tom Goodwin, a charter member of the host Folsom Lake YC, says he comes out to see his friends. "If the wind's light, we just raft up

together and shoot the shit for a couple of hours," he says. "If there's some wind, so much the better."

There was a time the Camellia Cup drew up to 400 boats, mostly dinghies. In the late 1960's, though, more keelboats such as the Catalina 22's began to arrive in large numbers. This year the Catalina's numbered 25 boats, while the Santana 20's drew 19 and the Capri 25's had 18. The open keel division was also well populated with 23 entrants, including an Olson 30 and a couple of Express 27's.

In addition to fleet trophies, the big prize is the Camellia Cup, awarded to the boat with the best record in its division. This year the honor went to Nick Rau and Charles Witcher on their Wavelength 24 *Magic Jammies*. The two Sacramento sailors raced a Santana 20 all over the West Coast before moving up to the 24-footer a year and a half ago. Taking the Camellia Cup with scores of 1,1,4 in the open keel fleet, they capped off a great winter of sailing. *Magic Jammies* also won one of her midwinter divisions on the Bay and took second in two others.

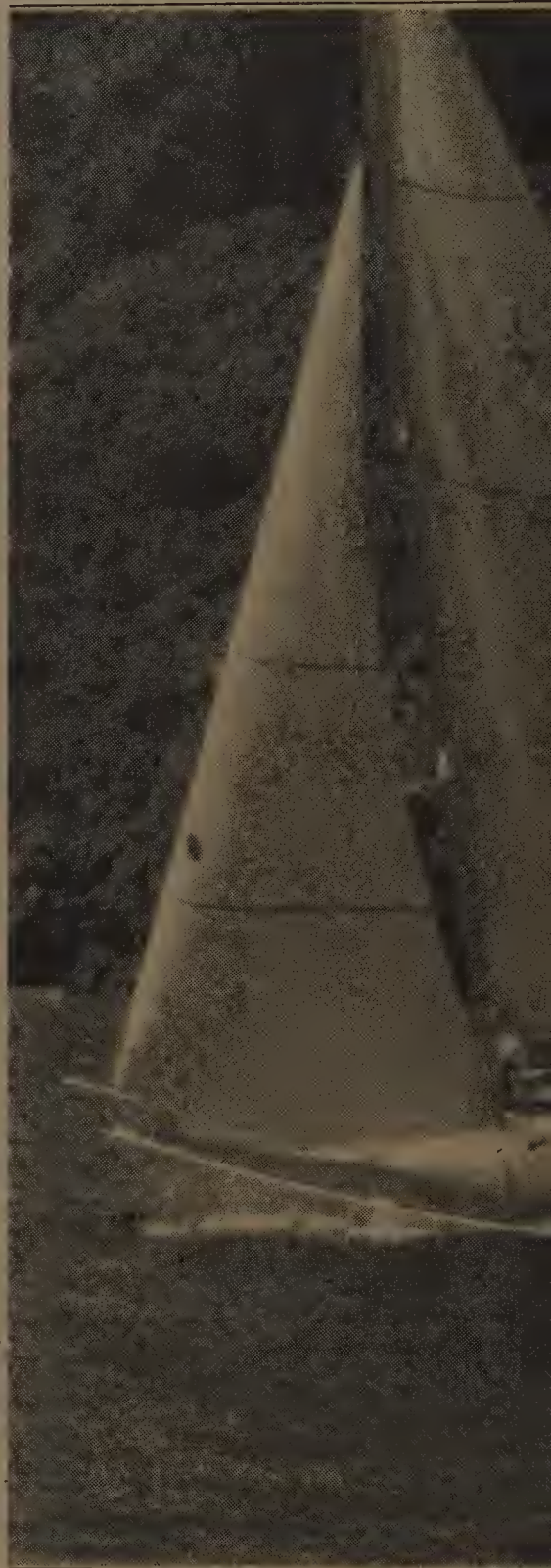
"It was the phenomenal crew work that did it," says Rau. He credits Sharon Hart, Brian Smith and Gary Dieltinger with making the boat perform to the max. Designed by Florida's Paul Lindenberg, *Magic Jammies* proved her light air abilities at Folsom, where the wind barely topped five knots all weekend. Rau and Witcher plan to campaign on the Bay this summer and see how she fares in the heavier stuff.

With the reigning Camellia Queen off visiting Sacramento's sister city of Matsuyama, Japan, the duties of presenting the awards for the regatta fell to 'pretty Toni Foster. The 17 year old junior college student was accompanied by her parents for the affair. Toni was a little skeptical about smooching with so many sailors, but she came through like a champ. "I guess I'm not so shy anymore!" she told her mother after the ceremony was over.



LATITUDE 38/SHIMON

Toni Foster, Camellia princess, lost her shyness kissing all those sailors.



LATITUDE 38/RICHARD

### CHAMPION OF CHAMPIONS

For the second time in 5 years, Bruce Easom of the Sausalito YC topped the best one design sailors on the Bay in the Champion of Champions regatta on March 30th and 31st.

Twenty three of last season's fleet champions met for this annual showdown, with Easom's white and green Cal 29 *Champagne* prevailing. He was hard pressed, however, by Don Trask's J/29 *Smokin' J*, which fell only half a point short in the final tally. Easom also took the title in 1980, again sailing *Champagne*.

The winning crew included Phil Bickford, Ed Schultz, John Milford, Robbie Hutchin-





Point Blunt action during March's Wheeler Cup. Below right, this skipper chose life over death while glory sailed on by.

son, and Bruce's son Scott. The proud papa paid special tribute to his wife Ruth for raising such great offspring. Scott is one of the more sought after sailors on the Bay. He seems to come by it naturally.

**Results:** 1) *Champagne*, Cal 29, Bruce Easom, SYC; 2) *Smokin' J*, J/29, Don Trask/Gene Conner, StFYC; 3) *Hotcakes*, Hawkfarm, Len Cheney, RYC; 4) *Friday*, Express 27, John Liebenberg, RYC; 5) *Spartan*, Tartan 10, Robert Potter, SFYC; 6) *Topgallant*, Newport 30, Frank Hinman, SFYC; 7) *Antares*, Islander 30II, Larry Telford, BYC; 8) *Frick & Frack*, J/24, B.

Claussen/J. Lindsey, RYC; 9) *Shanghai*, Islander 28, Ken Jesmore, SFYC; 10) *Howlin Owl*, Excalibur, Lou Mann, TYC.

## 6 METER WORLDS

Tom Blackaller and his crew aboard the 6

Meter *St. Francis IX* narrowly missed winning the world championships on April 21st. Racing against a field of 41 yachts ranging from the most up to date (including winged keels a la *Australia II*) to more traditional versions, *St. Francis IX* tied for first after six



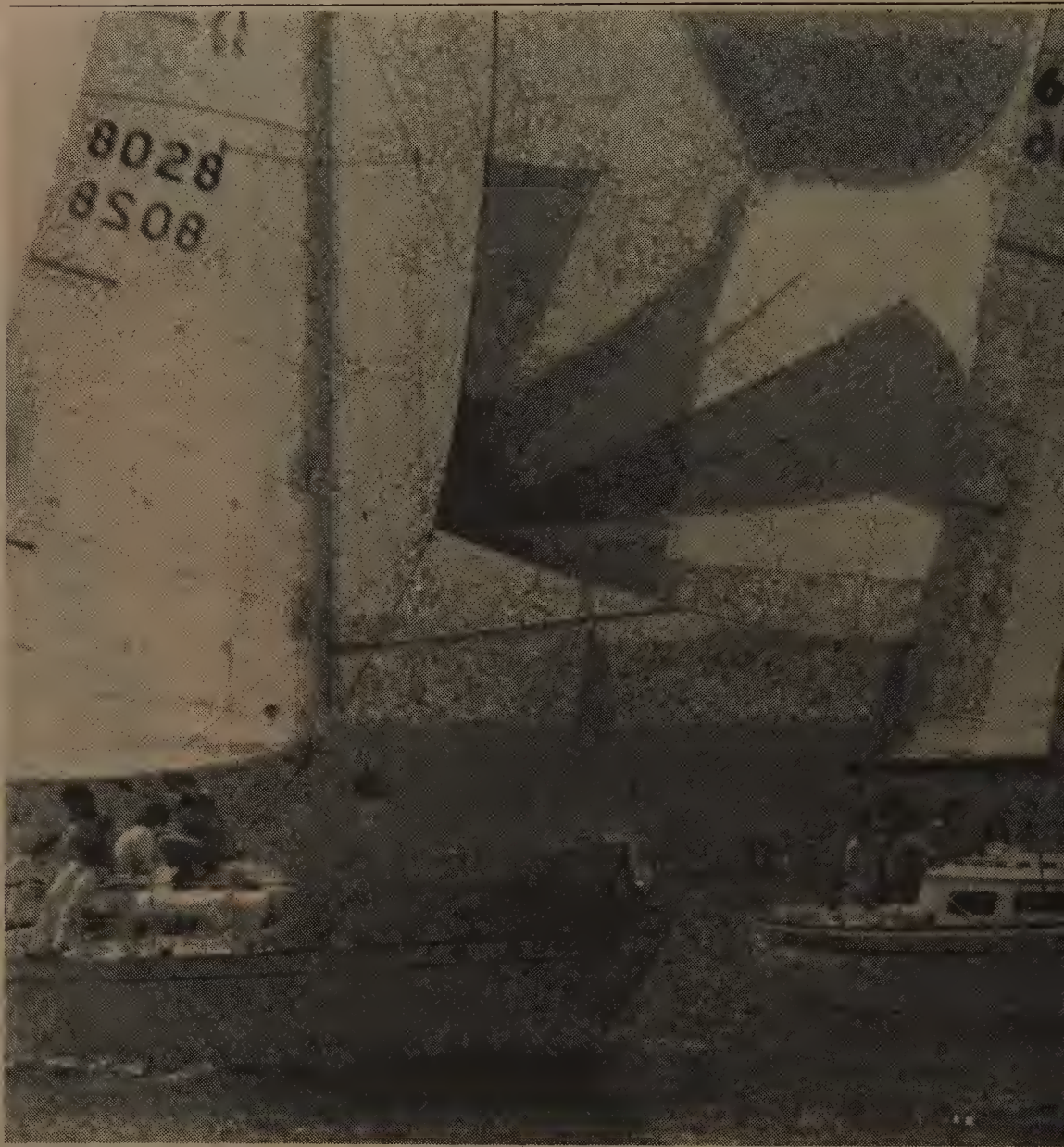


# THE RACING

...races off Cannes, France. In the tie breaker, however, Switzerland's Philippe Durr took the title by virtue of having beaten Blackaller in three of the five races that counted in the final tally. Durr had to sail out of the tank in the final race to nip the St. Francis YC crew by a meter at the finish.

Also doing well in the international fleet was San Bruno's Paul Cayard. He skippered *Miss Crocodile*, a sistership to *St. Francis IX* being campaigned by Southern California's Larry Harvey. Cayard won two races — Blackaller and Durr won one each — in the predominantly light air series. *Miss Crocodile* ended up fourth, right behind Norway's Thomas Lundquist. Sweden's Peter Norlin was fifth.

Of particular interest was the presence of five 6 Meters with winged keels. Top finisher of the group was Pelle Petterson's *Irene*, the hull of which was identical to *St. Francis IX*. The experimental keel proved inconclusive, however, as *Irene* placed 12th overall. One explanation put forward for the disappointing performance was that the lead filled



LATITUDE 38/SHIMON

wings would make more of a difference in heavy air. (Don't tell that to Ben Lexcen, though. He designed *Australia II* for the light winds off Newport, R.I., conditions in which the yacht excelled.)

## RACE NOTES

Bill Xavier at Oakland's Metropolitan YC is working hard to make sure this year's **Oakland to Catalina Race** is a smashing success. Now in its seventh year, this 400 mile downhill ride to the wonders of Avalon and Southern California offers a great break from Bay sailing. Thirty boats finished last year's race, and Xavier hopes to more than double that number this year. He's even made several trips to L.A. and San Diego to encourage southland sailors to join the party.

Speaking of parties, the first one starts at 7 pm on July the 6th at MYCO, which is in Jack London Square. This is a Bon Voyage Luau with live music and dancing, all for only \$10. Earlier that day you can get your fire extinguisher filled at the club and refresh

Close quarters at the Women's Racing Association race on April 13th.

yourself on some safety tips at sea.

The race itself starts on Monday, July 8th, at 9 am at the mouth of the Oakland Estuary. From there you head out the Gate and turn left, finishing at the line between the west end light of Santa Catalina and Pt. Fermin (off Long Beach). Then get ready for the victory party on July 12th at 6 pm, which will feature an outdoor barbecue again for only \$10.

The Catalina race started as a club event, but it makes so much sense for those who want a little ocean adventure without the considerable expense of going TransPac. The trip back, with stops in the Channel Islands, can make a great week long vacation. The entry fee is only \$125, so give Bill a call at 828-9138 or MYCO at 832-6757.

We hear from the East Coast that Bill Twist's Reichel/Pugh 48 *Blade Runner* won the **Rolex Cup** sailed in the Virgin Islands from March 28th to April 4th. *Blade Runner*;



LATITUDE 38/SHIMON

There was time for frisbee practicing at this year's Camellia Cup.



## RESULTS

## CAMELLIA CUP

**Open Keel Red** — 1) Rau/Witcher, Wavelength 24; 2) Trabert/Barclay, Olson 30; 3) M. McGrath, Olson 25; 4) Merle/Bell, Wavelength 24; 5) J. Walsamuth, Express 27.  
**Catalina 22** — 1) T. Page; 2) E. Faulkner; 3) V. Dettman; 4) E. Garrett; 5) F. Hammonds.  
**Capri 25** — 1) T. Hokanson; 2) M. Paul; 3) D. Wolfe; 4) M. Rosenberg.  
**Santana 20** — 1) R. Hanford; 2) J. Cusak; 3) H. Pattison; 4) J. Schock.  
**Cruisers** — 1) J. Szilasi, Catalina 27; 2) L. Turnbeauch, Ranger 22; 3) L. Enos, Cal 25.  
**Moore 24** — 1) M. Allen; 2) V. Nungary.  
**Open Keel Blue** — 1) J. Ingalls, Ranger 28; 2) P. Washburn, Wilderness 21.  
**Catalina 25** — 1) J. Grigsby; 2) D. Sopocko.  
**Clipper Marine 26** — 1) B. Jensen; 2) J. Ward.  
**J/22** — 1) J. Niesley; 2) G. Koch.  
**Centerboard Blue** — 1) J. Antrim, Wing Dinghy; 2) Josh Antrim, Wing Dinghy; 3) D. Leach, Wing Dinghy.  
**Coronado 15** — 1) L. Levin; 2) V. Jewhurst; 3) J. Osterlund.  
**Laser** — 1) K. Zetterberg; 2) M. Eichwald; 3) R. Isaacs.  
**Thistle** — 1) D. Kernan; 2) M. Giliun; 3) R. Smith; 4) M. McLeod.  
**Centerboard Red** — 1) D. Ouellet, Int'l Canoe; 2) F. deFaymoreau.  
**Fireball** — 1) C. Perez; 2) S. Rovenpera.  
**Lido 14** — 1) G. Leicester; 2) D. Hazelwood.  
**Daysailor** — 1) C. Wilson; 2) B. Flock.  
**Hobie 16** — 1) C. Johansen; 2) D. Hinds.  
**Open Multihull** — 1) B. Gross, Hobie 14; 2) A. O'Driscoll, Trac 18; 3) M. Bender, Dart.  
**Hobie 18** — 1) D. Taylor; M. Rayfuse.

## LITTLE BIG DEAL

1) Bob Klein, RYC, 2,1,1 = 3.5 pts; 2) Dennis Surtees, StFYC, 1,2,3 = 5.75 pts; 3) Joe Starritt, TYC, 5,3,2 = 10 pts.; 4) Kent Greenough, 4,4,4 = 12 pts.; 5) Noel Rodes, 3,5,6 = 14 pts.; 6) Don Horn, RYC, DNS,DNS,5 = 17 pts.; 7) Jim Mizell, StFYC, 6,6,DNS = 19 pts.

## RESIN REGATTA

**Santana 22** — 1) John Sklpper, RYC; 2) Nemesis, Anna Peachy, StFYC; 3) Charles Brochard, CYC.  
**Cal 20** — 1) Richard Vonehrenarook, CSC; 2) Peter Fowler, CSC; 3) Colin Gilboy, CYC.  
**Etchells 22** — 1) 600, Hank Easom, SFYC; 2) Heins, Bradley, SFYC; 3) Another Girl, Len Delmas, StFYC.  
**J/24** — 1) Sowicksited, Madrigal/Sowick,

## RESIN REGATTA — Cont'd

SFYC; 2) Jim Titus, StFYC; 3) Dinny Waters, SFYC.

**Express 27** — 1) David Lohrey, SCYC; 2) Kame Richards, RYC; 3) Bill Rose, SCYC.

**Ranger 26** — 1) Bruce Darby, SFYC; 2) Jim Marchetti, SFYC; 3) David Fullerton, IYC.

**Moore 24** — 1) Brian Goepfrich, RYC; 2) Jeffrey Down; 3) John Clauss, SFYC.

**Olson 30** — 1) *Naked Aggression*, Perry Mathews/Kathy Marshall, CSC; 2) *Killer Rabbit*, Bill Coverdale, StFYC; 3) *Collage*, Richard Spindler, CSC.

**Stars** — 1) Stephen Gould, StFYC.

**Ranger 23** — 1) Gary Kneeland/Joseph Newberry, SYC; *Shanghai Lil*, Joseph Boone, SYC; 3) Ken Frost, SFYC.

## COLIN ARCHER

**Div. 1** — 1) *Mirage*, Nor'Sea 27, Nick Meyer, Los Altos; 2) *Eagle*, Nor'Sea 27, W.B. Young, Saratoga; 3) *Seaweed*, Spitzgatten, Ed & Tress Freeman, Alameda.

**Div. 2** — 1) *Escargot*, Westsall 32, Avedis Apostolo, Alameda; 2) *Horizon*, Aries 32, Robin Hobart/Jim Enzensperger, Tiburon; 3) *Tevake*, Traveller 32, Frank Kottmeier, Santa Cruz.

**Div. 3** — 1) *Aurora*, Alajuela 38, John Walsh, Tiburon; 2) *Ingwe*, Ingrid 37, Jay Gardner, Napa; 3) *High Trim*, Gail & Tudi Lundin, Alameda.

**Div. 4** — 1) *Mara*, Rick Sabo, Castro Valley; 2) *Misty Sea*, Young Sun 35, Harris Freihon, San Bruno; 3) *Walrus*, Hans Christian 33, Gary Fitts, Berkeley.

**Div. 5** — 1) *Adios*, HC 43, Ron DeVries, Danville; 2) *Osprey*, Tradewinds 43, Ralph Baker, Pittsburg; 3) *Anna Maru*, Tayana 37, Charley Petersen, Oakland.

**Perpetual Trophy** — *Aurora*. Overall PHRF - 1) *Adios*; 2) *Walrus*; 3) *Windmill*, HC38T, Dr. & Sheila Van Pelt, Belvedere.

## WOMEN'S RACING ASSOCIATION

April 13

**Div. A** — 1) *Blue J*, J/24, Susan Madrigali, Tiburon; 2) *Loose*, Custom, Viola Buckner, Alameda; 3) *Black Lace*, J/29, Earlene Tankersley, Sausalito.

**Div. B** — 1) *Shanghai*, Islander 28, Carol Jesmore, Sausalito; 2) *Hot Chocolate*, Newport 30, Mary Lou Oliver, San Ramon; 3) *Legacy*, Susan Hoehler, Tiburon.

**Div. C** — 1) *Pau Hana*, Santana 22, Ann O'Rourke, Alameda; 2) *Jose Cuervo*, Islander 28, Stephanie Hock, Sausalito; 3) *Lyric*, Joyce McPherson, Oakland.

Reichel/Pugh 43 *Sidewinder*), we'd surely be criticized. It's a no win situation, especially since we couldn't even go to the Admiral's Cup."

This year's **Colin Archer** race for doublehanded sailing craft drew 63 entries. Light airs plagued the early going as the fleet headed from the Berkeley Pier towards Harding Rock. The course then went on either side of Angel Island to Southampton

had a perfect score in the five race series against a field of Baltic and Swan boats. Helping Twist to win were San Francisco sailors Keith Randall, Don Melson, Alan Weaver, Terry Thomas and Bill's wife Lynn. "We won her a Rolex watch," said the happy husband.

Alan Weaver also reports that Terry Thomas, *Blade Runner's* "social director" had to work overtime to keep the 17 crew slots filled. "He'd hit the bars every night and ask the prettiest girls he could find to go for a sailboat ride," says Alan, who didn't mind the company. The rules for the regatta required the same number of crew from start to finish.

*Blade Runner* is currently on her way to Connecticut for some removal of lead from the keel and internal ballast. "We know we're fast upwind in a breeze," says Twist after victories in last fall's Big Boat Series and two heavy air races at SORC. The boat will then be under charter for the Annapolis-Newport race in June and take part in Block Island Week before returning to the Bay in July.

Twist decided to pass up the Admiral's Cup Trials at Newport, R.I., in mid-May.

The selection committee for the American team to this summer's Cup races in England want three boats rating between 30.0 and 33.5 IOR feet. These types of yachts have done the best at the Admiral's Cup in recent years. *Blade Runner* rates 37.8 feet. "We didn't want to be in the position of being accused of playing favorites," says Bill. "If we tacked on a boat and they had sails from a different loft, or if we let one of the other San Francisco boats go (Irv Loube's Beneteau Oné Ton Coyote or Randy Short's



# THE RACING SHEET



Action (?) at the Little Big Deal regatta in Millimeters.

and back to the finish at the Oakland Estuary. It took the leaders six hours to complete the 17.5 mile circuit, making it a very slow race.

Winner for the second time in three years was John Walsh's Alajuela 38 *Aurora* from Paradise Cay. Walsh, a dentist, gave much of the credit for his win to his crew, which included his wife Ruth, Herm Zelles, Bill Hoeller, Lon Woodrum, Gary Woods and Ben Shemick. Walsh bought the hull and deck in 1978 and finished the interior himself. The yacht is much like Colin Archer's Ingrid design, but with a slightly hollowed bow for better upwind performance.

The **1988 Olympics** in Korea may be a ways off, but the Bay Area's John Kostecki, Will Baylis and Bob Billingham have already started their Soling campaign. On April 2-5, the trio took second at the Soling Nationals in Galveston Bay, Texas. "The bay is only 10 feet deep and when it blew," says Billingham, "the chop was vicious."

Kostecki and Billingham teamed up last summer for a shot at the 1984 Olympics in Solings, and their six week effort earned them an eighth in the U.S. Trials, including winning one race. Billingham then spent six weeks helping the eventual gold medallist, Robbie Haines of San Diego, tune up for the L.A. Games. With all that high quality experience, he and John decided to go for the gold in '88. Will Baylis signed on early this year.

Being the top Americans at the Nationals — Canada's Hans Fogh won — qualified Kostecki and crew for a U.S. Olympic Com-

mittee funded trip to the Europeans on May 17 to 27. Bob said they weren't fully prepared for the opportunity, but was working to get their boat to the regatta site in Balaton, Hungary, on time.

Other items of varying interest: Jim Mizell's new 43-ft. IOR yacht, designed by Mill Valley's Bob Smith, starts construction on May 1st at Kerry Geraghty's yard in San Diego. This will be Bob's first IOR big boat effort . . . Last month's Sightings incorrectly listed the start of the Corinthian YC's Friday night series as May 30th. It *really* starts on May 10th, so don't miss the first three races!

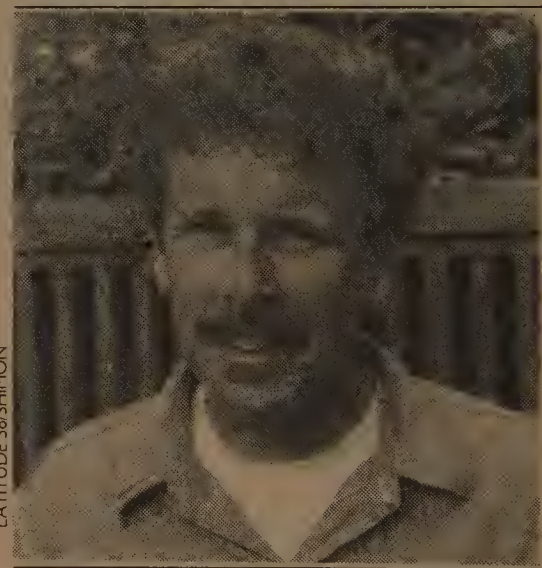
Around the world race fever is heating up again. The crewed **Whitbread Race** starts on September 28th, with several new maxi 80-footers already being tuned up. Perhaps the one to watch is Peter Blake's *Lion New Zealand*, a Ron Holland design launched last November. She finished first on elapsed time in December's stormy Sydney-Hobart race and has been sea tested in 55 knot winds with a chute up. Also considered a good prospect is Digby Taylor's *Enterprise New Zealand*, a modified Bruce Farr design. The hull and deck of this 80-footer weigh only 10,000 pounds.

Pop music fans will have a special interest in the Whitbread, which will be a first. Simon Le Bon, a lead singer with the British band Duran Duran, has budgeted \$3 million to buy and campaign the Holland 76 *Colt Cars* in the race. Le Bon bought the hull from Mitsubishi Marine, which was building it for ocean racing veteran Rob James before his accidental drowning two years ago. The yacht is scheduled for launching at the end of June and Le Bon has indicated he'll sail two legs of the four part race.

Back to *Lion New Zealand* again for a moment — a recent cover of England's *Yachting World* magazine has a picture of

her crew in bright red foulies. Each has their own white, foot high number on the back. In the old days, racing yacht skippers used to be able to get away with buying their crews cheap t-shirts with the boat name on it. Then some one-upsman started buying nice polo shirts and the next thing you know they're upgrading to matching foul weather gear with the boat name on it. Now you can get a number on the back like a football or baseball player. "Number 42, from the St. Francis YC and playing the bow, . . ."

And for those of you who've never seen a



Winner of the Colin Archer Perpetual Trophy, John Walsh.

protest hearing, try the Friday night races off Berkeley. This new series, cosponsored by the Berkeley YC and Cal Sailing Club, has no entry fee and requires only that you submit a valid PHRF certificate. The start is to west of the harbor entrance and the finish is inside between the BYC deck and the gas dock. What's really unique, though, is that protests will be encouraged, since both clubs are loaded with self-proclaimed rules experts. Hearings on rule violations will be held publicly for the education (and entertainment) of the audience. No comments from the peanut gallery, though!



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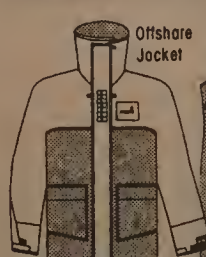
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Bodywarmer Long Johns

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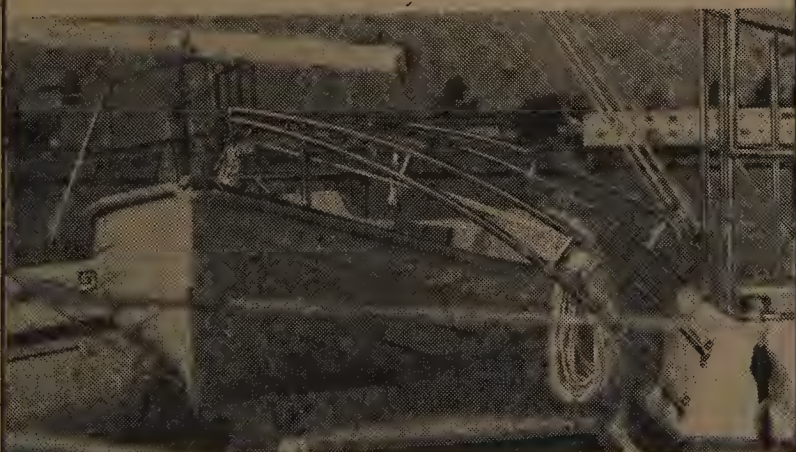
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# CHANGES

With reports this month from **Pericus** on the Chesapeake; **Bonnie Doon's** transAtlantic passage to Ireland; **Grace** in Hawaii; **ham exams** in Mexico; **White Cloud** in Golfoito; **Expectation** in Puerto Vallarta; **Pearl** in Tahiti; **Aldene Arnold** in La Cruz; **Tips for Novices** by Roberta Chan; and **cruise notes**.

## **Pericus — Offshore 47**

**John "Mr. Mexico" Williamson**  
**Chesapeake Bay**  
**(Saratoga)**

*The saga continues:*

We left Chesapeake City at 8:30 a.m. and headed for Annapolis, Maryland, a distance of 46 miles with 4½ miles remaining to be covered in the Chesapeake-Delaware Canal before entering Chesapeake Bay. The wind, as usual, was on the nose, and we again had a quiet putt to Annapolis. The surrounding channels entering into Annapolis are extremely shallow and running aground is a



'Mr. Mexico' on his way through the Erie Canal.

common occurrence. Fortunately, it was not our day to sit in the mud.

We crossed under the Chesapeake-Delaware bridge, which is comparable in size to the Bay Bridge and headed for the golden

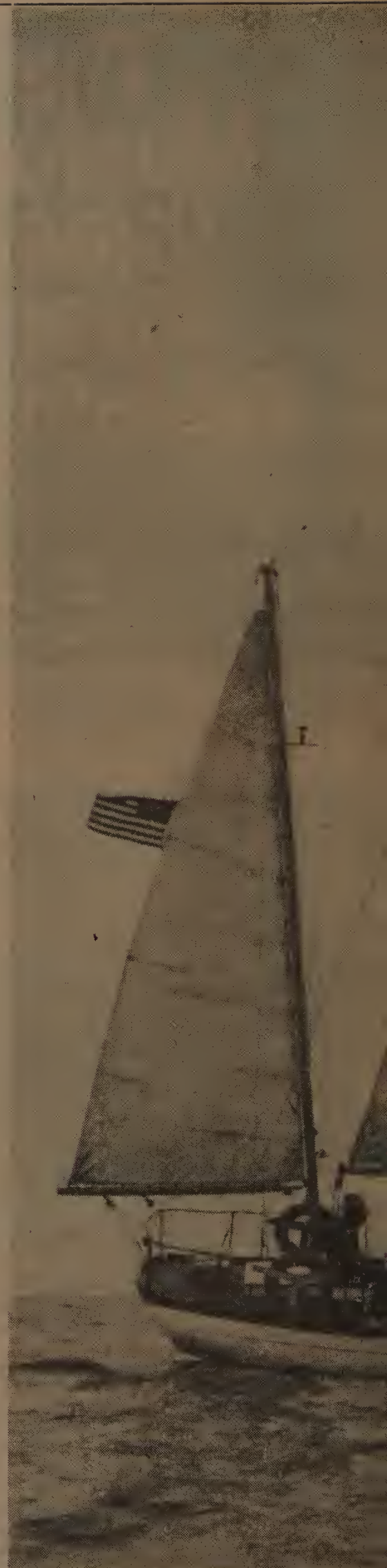
dome of the state capitol of Maryland, which is readily visible from 8 to 10 miles at sea. There are numerous marinas in Annapolis and choosing the right one is a matter of chance. As we were close to the start of the Annapolis Boat Show, space available was at a premium. However, we were lucky to find a slip (if you call it that) at Annapolis Yacht Basin for the unattractive fee of 75¢ per foot per day, plus utilities. There was a four day minimum.

Slips in Annapolis at most marinas consist of four pilings with a small extension out from the main dock to assist embarking and debarking. A distance of some 300 yards from our slip stood the Annapolis Yacht Club. We were welcomed most graciously by the club steward and extended the full facilities of the club.

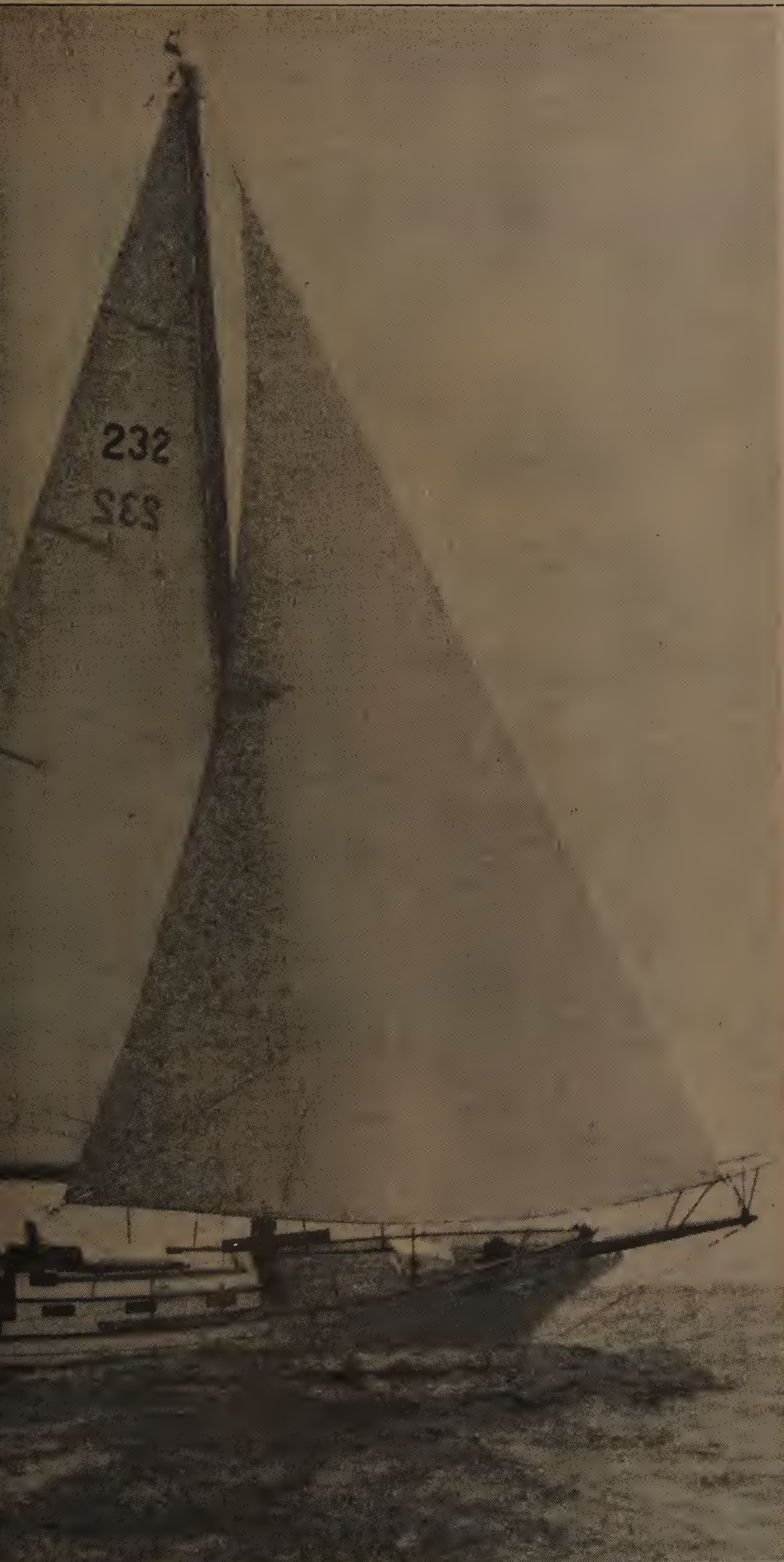
On the other side of our slip facing the Annapolis Yacht Club is the United States Naval Academy. One weekend when my daughter was visiting with her roommate from college, we took a tour of this breeding ground of future naval officers. My daughter was impressed by the quality of the males who were just being relieved of their duties in order to attend the University of Virginia/Naval Academy football game. Mr. Mexico was pleased to have his picture taken with a number of cadets who, in turn, were thrilled to be seen with this west coast traveler. A picture of this mutual admiration society was sent to *Latitude 38* some time ago.

During our stay in Annapolis, like most boat owners, we sought out a marine supply store to solve our boating needs. Fawcetts Marine fills the bill as they have practically anything one could be looking for. As is normally the case, their prices tend to be ridiculous. But as we get older, we learn monopolies are never inexpensive.

During our stay we watched this quiet little capitol of Maryland undergo a major transformation to prepare for the Annapolis Boat Show. During these periods of bustling activity on the wharf we had the time to tour St. John's College, the third oldest college in







the country, and to acquaint ourselves with some of the numerous shops (a lady's paradise), world famous eating places and bars frequented by those of the yachting fraternity.

McGarvey's Saloon (a place for most captains, not crews) has a touch of New Orleans, a touch of New York and is great for clams, shrimp and oyster stew. Mr. Mexico was poisoned here on numerous occasions by the oyster stew. Another of our favorite dining spots was the Maryland Inn, which dates back to pre-revolutionary war days, famous for its southern charm and a gathering place of the rich and famous.

Marmaduke's is the drinking establishment of most of the crews and paid hands. We also found they show sailing movies everynight as well as have an abundance of sweet young things that like to sail. O'Learys is on the wharf and has great food from the sea.

Enough can't be said for Bert Jabin's boat yard who took us in for repairs during the middle of the boat show. Their work was A-1, reasonable, and prompt.

— mr. mexico

*Editor's note: While Mr. Mexico's Off-shore 47 has already returned to the Bay Area, through the miracle of time delay the saga of his North American circumnavigation will continue in the pages of Latitude 38.*

**Bonnie Doon — 37-ft ketch  
Andrew & Corinne Dossett,  
Bill Amberg  
Crossing the Atlantic to Ireland  
(Newport Beach, California)**

It was late one evening over a couple of Guinnesses that my wife, Corinne, and her Irish girlfriend, decided it would be a splendid idea if we sailed our 37-ft ketch over to her place. We keep the boat in Newport

'Bonnie Doon', bound for Ireland.



# CHANGES

Beach, California; 'her place' is the pretty little harbor of Donaghadee, a few miles east of Belfast, Ireland.

The seed planted, a few months later I met a fellow at a boat show who had sailed across the Atlantic many times, several of them without instruments. I explained that I was going to make a crossing in July, and did he have any thoughts on the matter. He had two thoughts; the first was that I should never go in July if I could possibly leave in May or early June, and that Baltimore, Ireland would be a nice landing place. He explained that once he finished a trans-Atlantic crossing at Baltimore, and to celebrate and honor his triumphant journey, the quaint little village's pubs were kept open for 48 hours straight.

By the time we learned that we must delay our crossing a year because the favored sailing months were too fast approaching, Corinne had already arranged for Boat Transit, Inc. to ship *Bonnie Doone* back to Salem,



Ireland. It's a great place to cruise.

Mass. So rather than spending the summer of 1983 sailing across the Atlantic, we sailed around the northeast United States. Our ex-

cursion up the St. John River proved to be a wonderful introduction to Atlantic Ocean sailing.

The spring of 1984 found us reunited with our boat at Cape Cod. It took us 14 days of hard work to get the good ship back into the same shape as when we'd left her the previous September — which left us just six days to get ready for the big trip itself. Never having experienced what east coast yachtsmen know as 'spring commissioning' before, I marvel that they don't all have their fill of boating before the boat hits the water each spring.

The evening before our June 10th departure date, the idea of leaving seemed completely unrealistic. But then some old friends came down to Falmouth for a little sendoff party, and by the morning we had a much more relaxed idea about the prerequisites of casting off the dock lines. Just one hour before our departure, other old friends came down and set up a daily radio schedule that was followed religiously for the next three weeks. It's noteworthy that Glen Thorpe travelled all the way to Falmouth from California to install the radio; he must have done a good job, because Corinne spoke to the west coast from Britain a number of times.

As many preparations as possible completed, we, the instigator of the trip, the captain, and our fine sailing buddy from Hawaii, Bill Amberg, eased out of Falmouth. From there it was around Wood's Hole, through the Cape Cod Canal, and finally our departure from Provincetown just at sunset. We saw a couple of trawlers that evening on Georges Bank, but were not to see any more boats until reaching the approaches to Baltimore, Ireland.

It so happened that we were going east just as the OSTAR fleet was nearing the States, and for their benefit reports were being broadcast on the extraordinary amounts of ice in the western Atlantic. Our radio relay, Jonesy Jones, was able to pass this information along to us so we could plot the

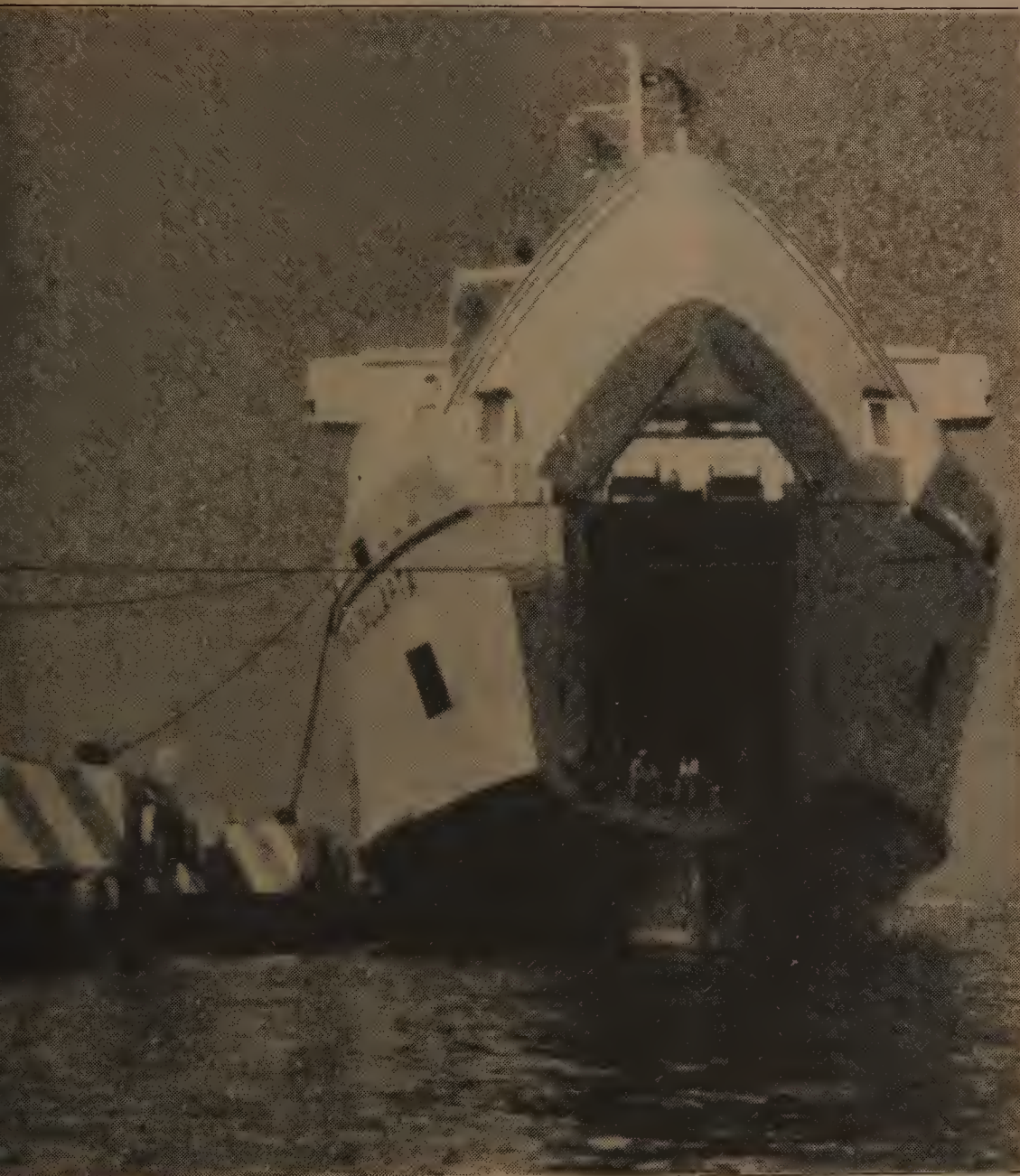


border on our charts. And plot it we did, although we had no idea whether the ice was immediately on the other side of the border or 200 miles inside of it. As experienced sailors could guess, the weather and current did their utmost to push us over the iceberg line, which is where we naturally encountered our first and — fortunately — only gale of the trip.

I had read extensively about four Atlantic crossings and heard of four others. Not a single of those had anything in common with the other seven, and neither would ours. Nonetheless, we had gleaned all the possible tips from each of the stories and prepared ourselves with extravagant electronic equipment, hi-tech clothing, the finest safety gear including an Ayon liferaft.

Since Corinne prefers lurid historic novels over sea stories, she was not particularly aware of the many things seamen dread and seek to prepare themselves against. So,





ROCKY FACHO

would be boated or whether Bill would be dragged over and lost.

So while there was significant drag, at the rate we were bounding along across the Atlantic I don't think it hurt us much. As it was, we had three days of 170 miles and 2.5 days of flying the mizzen staysail nonstop — which is more service than that sail has seen in its previous 30 years.

Before leaving Falmouth, which is home to a great number of fishing boats, we inquired around about what to carry in the way of fishing gear. The only explicit advice we received was the cryptic recommendation that we carry lots of wool socks. Accordingly we had aboard other than a California red and white feather jig, 80-ft of propro mono and a hunk of shock cord. Nonetheless, ten days out Bill blew reville with a 10-lb yellow fin tuna slapping the cockpit floor. And on day 17 he pulled in a 12-lb albacore. Being without refrigeration, each time we had a big fish breakfast followed by a big fish lunch. After that we were glad not to have fish for another week.

Except for a day and a half in the middle of our crossing, the wind always held. Being Pacific sailors, we had never known the sensation of continuous hull-speed progress every hour of the day and night. I can't believe it now, but there were mornings when I'd wake up and think, "How monotonous, another starboard beam reach day." The steering was mostly done by an Aries vane that now has about 9,000 miles on it. It handles the wheel in almost all conditions. Our standing watch consisted of keeping a casual lookout, occasionally adjusting the vane to stay on course, reefing or unreefing the main (our most common sail adjustment), hoisting the mizzen (my watch), striking the mizzen (Bill's watch), and playing with the SatNav. We had not bought the Magnavox SatNav nor the Ratheon radar for entertainment purposes, but as we had stars every morning, sun every noon, and fog not once, they were as superfluous as they were comforting.

blithely, she concentrated on 25 days of gourmet meals. At the other extreme, Bill and I decided we would carry no alcohol. There were several reasons; there not being sufficient storage space for a satisfying amount, and that we would sail safer and faster without. The net result was that we ate like kings, averaged 5.75 knots for the crossing, and suffered from thirst for 500 hours.

Our hi-tech clothing consisted of polypro knit wear, Chinese silk undies, Line 7 foul weather gear — in fact, just about any garment that had been mentioned in a current outdoor magazine, whether it be preparing for a Himalaya ascent or doubling the South Pole, all were stored on *Bonnie Doone*.

The first five or six days were mild and clear. The seventh was cold, I suppose because we were touching the Labrador Current. The chilling temperature came on so fast that we didn't have time to don the proper attire, so we closed the companion-

Dangerous! Even an adolescent big-mouthed ferry requires over 200 tons of lead and fiberglass just to stay alive.

way hatch and stayed below in our bunks instead. Other than that time, Bill and I were on watch around the clock, weather permitting.

Actually, the weather permitted us to do pretty much what we liked. Winds were generally from the south, warm, and 10 to 20 knots. We shut down the Perkins off Provincetown and didn't crank her up again for ten days. During the interim, we generated electricity by towing a Seagull propeller on a 3-ft shaft secured to an electric motor by 60-ft of Marlow braid and 15-ft of 5/16 inch chain. This rig put out an almost constant 6 or 7 amps. Never have *Bonnie Doone's* batteries been so well charged. Once or twice Bill pulled the whole mess aboard. This was an exciting spectacle because not until the very end could you tell whether the tow line



Our course put us right in the shipping lanes indicated on the June pilot chart, yet we saw few ships and spoke to only one on the VHF. We did have the radar alarm, which only gave a warning when our own set was on; our conclusion was that in clear weather the freighters don't operate their radar.

Our plan was to make the crossing in 21 days. The logic behind this was that we had once sailed a similar distance in 21 days — albeit on a different ocean, with a different heading, and with different crew. In fact, about the only constant was that we were again sailing without whiskey. After about 16 days it became so obvious that we would reach Baltimore in 18 days that we began to speak of it openly. As all experienced could guess once again, the wind immediately ceased altogether. Becalmed 200 miles west of Fastnet, we motored the remaining distance, arriving under a hot sun with a mere gallon of diesel to spare.

Baltimore, County Cork is about eight miles from Fastnet Rock. While it's an excellent destination with a safe harbor, fuel and water, it is not the quaint little fishing village waiting for American sailors to arrive that my boat show acquaintance had suggested it was. But it couldn't have been friendlier. The first Irishman that we saw sailed up in a Nicholson 35 and called, "Right where you are is good holding . . . we'll see you in the pub".

After 30 more days of sailing on the west and south coasts of Ireland, we reached the little port of Donaghadee on the north. After 51 days of sunshine, two days of rain, and scores of new friends, Corinne's proclaimed, "It's just what I had expected".

Bonnie Doone is a one-off design by Gene Wells, built by Chapman Boat Yard in Costa Mesa in 1953. Mahogany strip planked with a ketch rig, she's 37' x 30' x 6' x 20,000 pounds.

Our only snag the entire summer was getting our propane tank refilled. The solution was to find a used automobile propane tank



Kealakekua Bay, where one of history's finest captains and its greatest explorer, Captain James Cook, met his untimely death.

male fitting that mates with the female nozzle couple used at filling stations. The auto fitting was connected to the male fitting that mated to my tank valve. Most petrol stations in towns with populations greater than 3,000 also fill propane tanks.

— andrew dossett 4/15/85

*Andrew heads Seagull Marine, the west coast distributor for Avon products, Seagull outboards, Marlow line, and many other well known marine lines and products.*

## **Grace — 32-ft cutter Sandy and Sharon Fonwit Honolulu, Hawaii**

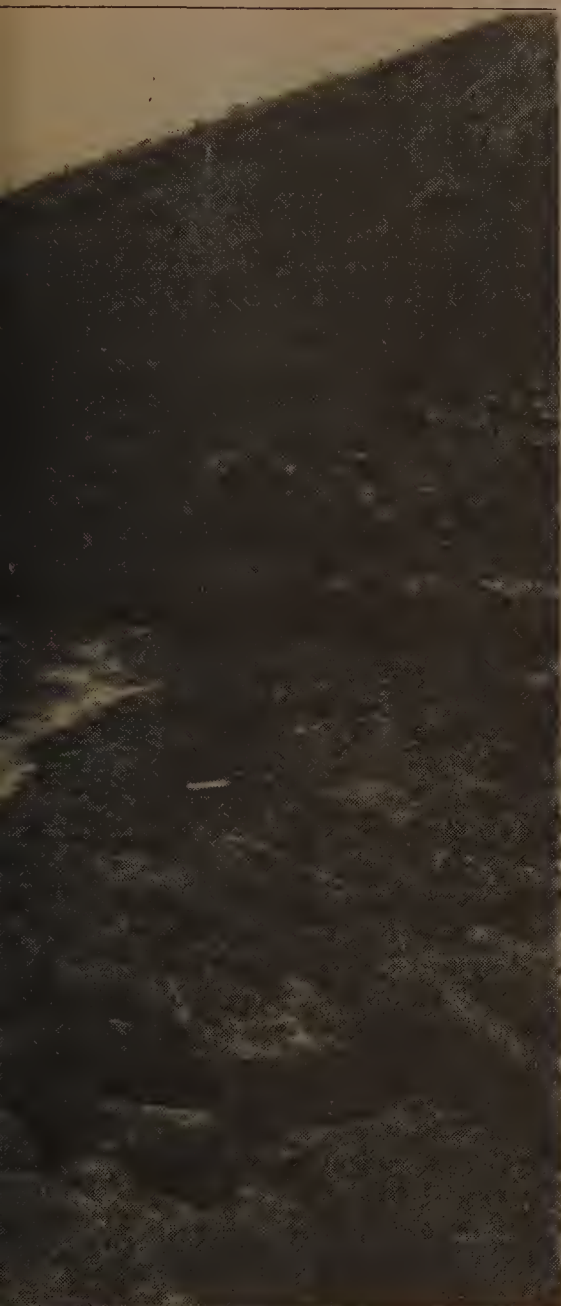
*(Editor's note: this is a continuation from last month, where we left the Fonwits at the best snorkeling spot they'd ever seen*

*in the islands, Molokini.)*

We left Molokini at noon, enjoying a pleasant reach back to Manele Bay on Lanai. We spent one day at Manele, then left the following morning for the Big Island, across the infamous Alenuihaha Channel. Our friends turn green with envy when we tell them we motored the whole way, leaving at 9 a.m. and arriving on the Kona coast at 7:30 a.m. the following morning. It took us 21 hours to go 99 miles, averaging 4.7 knots. We wished we could have sailed at least part of the way, but nevertheless were grateful the channel was so clam. It was an uneventful crossing, save for some bizarre lights we saw off Kahoolawe during the night which turned out to be military maneuvers.

We were fortunate to find a slip at Honolohai Harbor, just 3 miles from the town of Kailua-Kona, and thus felt free to rent a car and leave the boat for a few days of inland exploration. Blasted out of solid lava rock, Honokohau Harbor is well pro-





LATITUDE 38/RICHARD

fresh vegetables, avocados and papayas from a couple who had moved there from California ten years ago. On ten acres they grew everything they needed, and sold the rest to supplement their income. They praised the Kona coast and weather.

From Honokohau we motored down to Keauhou Bay, distinguished by the gorgeous Kona Surf Hotel built on the south entrance to the harbor. We had been invited to a barbeque at the yacht club there by "Captain Jack", and he had also kindly offered us the use of his mooring buoy. Keauhou is a small harbor, but there is a pier to tie your dinghy, telephones, rest rooms and outdoor showers.

Cruising down the Kona coast, our next stop was Kealahou Bay, where Captain Cook was killed by one of Kamehameha's warriors in 1779 in a dispute over a ship's launch taken by the natives. It is a spectacular bay, with high cliffs rising on one side and some lovely homes on the other (among them Nancy Griffith's, wife of Bob Griffith, who wrote *Bluewater Cruising*). We had met Nancy in Honokohau Harbor, aboard her new boat *Goodewinde*. She graciously offered us the use of her mooring buoy at Kealahou and invited us to her home for hot showers. It was fascinating to look at her photo albums depicting the around-the-world adventures of their first boat *Awahnee*, particularly their photos from their circumnavigation of Antarctica.

Kealahou is a marine preserve and the snorkeling on the eastern side of the bay, near the monument dedicated to Captain Cook, is outstanding. The permissible anchorage area across the bay from the monument has good holding ground of sand and mud and is ideal most of the year.

Our last stop on the Kona coast was Honaunau Bay where the "City of Refuge" is located. It is a tiny bay but offers a good anchorage if you can find the sand among the coral. There is a small beach for landing your dinghy (don't use the beach at the "City of Refuge" — it is "kapu") and you can walk

around at your leisure.

The refuge is at the tip of the bay on a six acre shelf of lava, with the ocean bordering it on the north, west, and south. There are some impressive heiau's and wooden ki'i (statues dedicated to the gods) in the refuge. There is a haunting quality to the place — it seems filled with the spirits of the Hawaiians of 200 years ago. Looking across the bay, you can imagine the fear of those men and women who were kapu breakers or fugitives of war, and had to swim across the shark-infested bay at night to find sanctuary on the sacred ground of the refuge. Once they reached the refuge they were safe and could be purified by the priests and return home in peace.

We stayed at Honaunau Bay until the weather forecast said trades were blowing



Honokohau Harbor on the Big Island. Like all of Hawaii's harbors, it's packed to the gills.

15-20, then headed back across the Alenuihaha Channel to Manele Bay on Lanai. Unlike our previous crossing, we sailed on a beam reach the whole way once we had motored out of the lee of the island. We averaged an astounding 7 knots. We

tected from Kona storms. There are bathrooms, pay telephones, and water to the docks. But there are no showers, so we had to rely on our sunshowers once again. We were also fortunate to find a car rental agency that would come and pick us up at the harbor, as it's a three mile walk to town.

Honokohau Harbor is primarily used by fishing boats and some of the names of the boats were hilarious. Our favorites were *Whatever* and *Bill Collector* (marlin fish have long pointed bills).

Hawaii was King Kamehameha's home island, and his spirit permeates it still. From the fortresslike heiau's (temples built of lava rocks) perched on cliffs that plunge down to the sea, to the volcanoes themselves which exude steam and molten lava, it is a magnificent island, primeval, vast and everchanging. We loved driving through the macadamia orchards, coffee farms and peaceful farm country perched between black lava flows. We stopped and bought



# CHANGES

made such good time, we arrived at Manele around 1:00 in the morning, but felt familiar enough with the harbor to enter it in the dark. Once again we were fortunate in finding a slip and fell into a blissful sleep secure in the knowledge that we had survived the Alenuihaha and gained valuable experience in cruising tropical waters.

Now we're back at the Ala Wai Boat Harbor in Honolulu and for the past few months have been preparing for our passage to Tahiti in April. I'm very excited about making my first ocean passage and cruising the beautiful islands of French Polynesia. After all the work we've done on the boat during these past few years, I feel secure in the knowledge that she is truly seaworthy and couldn't imagine a nicer place to begin a cruising lifestyle than the Hawaiian Islands.

Since making this first shakedown cruise, we have since sailed the "triangle" several times and spent this past summer in Hanalei Bay on Kauai, one of our favorite places. Grace really feels like home to me now and I feel ready for further adventures with her.

— sandy and sharon, 2/28/85

## Amateur Radio Exams In Mexico

It used to be that if you were in Mexico and wanted to take a ham license exam, you were up the creek. But no more. If we understand correctly, Carl and Leona Wallace of the ketch *Malaga* administered the first-ever out-of-the-U.S. ham license exams last month — and they have two more exams dates scheduled.

According to their announcement, "amateur radio exams for cruisers by SAN-DARC/VEC San Diego Amateur Radio Council/Volunteer Exam Coordinator" will be held on May 16 at Puerto Escondido/Loreto Baja California Sur; and then again on June 20 at Marina San Carlos, Guaymas, Sonora, Mexico.

Ten days prior to the exam dates, each candidate must submit the following:

1. An FCC 610 form.
2. A photocopy of the highest license they currently hold.
3. A check for \$4 payable to SAN-DARC/VEC
4. and their boat name and instructions for being contacted.

The above items should be sent to: Yate Malaga, Leona Wallace, care of either Tripui Marina, Box 100, Loreto, B.C.S. Mexico or Marina San Carlos, Apartado postal 565, Guaymas, Sonora, Mexico.

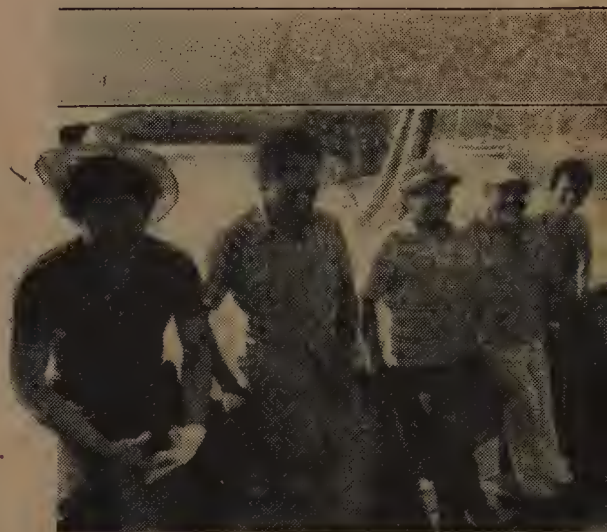
On the test day, each candidate should bring their original official license, two I.D.'s (one with a photograph) and sharpened pencils.

— leona wallace and latitude 38

## White Cloud — 58-ft schooner Paul and Susan Mitchell Golfito, Costa Rica (San Diego)

Golfito is a little bit of heaven. It's the quietest, best protected harbor we have been in since we left San Diego two years ago. No tourist boats, no sportfishers, no water skiers tearing up the bay. There's enough wind to keep things cool, but we've never seen over twenty knots even in the worst squalls. The sun shines almost every day and afternoon rains keep the water tanks full. Temperatures run in the 80's during the day, 70's at night — definitely cooler than Mexico in the summer! The lush green mountains drop right down into the sea. The town's markets are filled with a wonderful array of fresh vegetables and fruits at very low prices. Meat and dairy products are of excellent quality and reasonable. Would you believe that we are buying beef tenderloin for \$1.30 a pound? Grocery shelf items, however, are expensive and the selection limited.

Most important, though, are the people. What a bunch of warm, friendly, and giving people. We were here about three days when two small children put their faces over the bulwarks and said, with great big spar-



Mexican health food store, and (inset) the staff.

ling smiles, "Ola." They were standing in their dugout. One reached down into the bottom of it and brought up a bag of avocados. No, they weren't selling them; they were a gift. They have since brought us limes, bananas, coconuts, plantains, papayas . . . sometimes they bring so much we have to tell them "no, we can't eat any more". When we walk into a store in town, the clerk will shake our hand and wish us "pura vida". People walk down the street arm in arm. Even the bus drivers stop to let a dog cross the street.

The officials in Golfito are among the best we've run into anywhere. They like to solve problems rather than create them. Checking in and out of the country here is the easiest and cheapest of Costa Rica's three Pacific ports. However, you should know that there is a Tico version of the DEA, and they will come out and thoroughly search your





LATITUDE 38/RICHARD

— paul and susan mitchell

*Editor's note: This report was written back on November 5 of last year. We intentionally withheld its publication for a couple of reasons (one was that most boats were headed for Mexico at the time, another is that we were hoping to get photos as the Mitchell's didn't turn out), but we're confident the main thrusts are not out of date.*

## **Expectation — Peterson 44 Nick and Betty Coates Puerto Vallarta, Mexico (Aspen, Colorado)**

There seems to be more bad information available about cruising in Mexico than any subject we know. Land friends wonder why we haven't been robbed or murdered. Sailing friends wonder why we haven't had our boat confiscated, our dingy stolen or, since I'm the world's worst mechanic, a complete mechanical breakdown.

After three years of part-time Mexican cruising before beginning full-time in November '83, we've got to set the record straight. Our experiences have been 99 percent pleasant and our dingy has been safer here than in San Diego. While sometimes there is a lot of red tape, we've found Mexican officials to be universally polite and many times they have gone out of their way to be helpful.

So far we haven't been murdered or robbed and can't remember having heard first hand of anyone who was, although there's obviously crime in Mexico just as there is in San Francisco, Los Angeles, or even Aspen.

The one rather common misconception among stateside cruisers seems to be that it's somewhere between difficult and impossible to get repairs made in Mexico. We even heard a report of a boat that had engine trouble on the Mexican coast and sailed all the way to San Diego to get it fixed.

Our experience has been that the Mexican

vessel. But they are very polite about it and almost a pleasure to have on board.

The banana company built a port facility and railroad here before there were any roads. They learned self-sufficiency long ago, much the same way a cruiser must. Therefore they have one of the best machine shops here that I have ever seen, even including a foundry. It is staffed with fine, skilled people who speak good English and are very willing to give the yachting a helping hand. If they cannot supply the part you need they will make it for you. (Sorry, but no stainless). See Bob Beecham or his assistant, Rudolpho.

Finally and foremost, Golfito has Captain Tom. Tristan Jones wrote in Tom's book that his place is one of six in the world not to be missed. Tom came to Golfito on his own boat over 30 years ago and has been on the beach since. During most of this time he has kept journals for yachting to sign — lots of history here. He lives in the house he built on the beach with his wife, Rocio, and two

children: Lulu (9) and Tommy (6). The best anchorage in the bay is right off his house to the left after you come through the harbor entrance in three fathoms of hard sand. The beach has no surf at all. Tom serves ice cold beer and soda while his wife makes hearty "jungle burgers". Everything works on the honor system; you write your tab in a book and pay when you leave. Out back he has dammed up a spring fed stream, great for laundry and bathing. It is totally private and you feel you are miles into the jungle. But the best of all is to sit with Tom in his wood shop and spend hours solving the world's problems. The world could use a little bit of his perspective on life. Incidentally, by the time you read this Rocio will have had their third child.

*White Cloud* will be heading south, then west, after a haul-out in Puntarenas. Our plans are to stop at the Galapagos Islands, Easter Island, and Pitcairn Island before settling down again in French Polynesia, taking about six months to go from here to Tahiti.



# CHANGES



ROCKY FACHO

mechanics are excellent, reasonable, honest, and that you seldom, if ever, have to make an appointment to get work done a week from Tuesday.

If a stateside part is mandatory for your repair you might have trouble, although the service of Pacific Marine Supply (the Candy Store) in supplying parts to boats in Mexico is phenomenal. You can order by phone or by single side band and they'll usually figure out some way to get you what you need — especially if it's an emergency.

Mexican mechanics are a little different than the stateside variety. They fix things, they don't replace them. We've seen some amazing repair jobs.

For cruisers following in our wake I've listed some of the people we've had good experience with.

Guaymas, Outboard Repairs: Oscar Quintero E., Calle 7-8 Ave. 1 No. 358, Colonia San Vicente 2-73-16. He speaks excellent English, works out of the back of his home and does a good job at a fair price. If he doesn't have the parts he can sometimes arrange to get them from Tucson.

San Carlos, Refrigeration: Alfonso. I don't have his address but anyone at the San Carlos Marina can direct you to his place of business which is just a mile away. He speaks a little English and seems to be very competent.

Manzanillo, Engines/Transmissions: Martin Gabian Villa, Anizeto Maorveno No. 73, Salahuá, Col. Phone: 30796. Martin pulled the transmission off our Westerbeke and replaced the seals and gaskets. A big job that took the best part of two days cost \$100. We've heard from other boats that he's good at any kind of general engine work.

Puerto Vallarta, Electrical: Rodolfo A.

You can't keep a good man down. Barry Stephens back on 'Rowena', back in Mexico.

Valencia Navarro, Avila Camancho y Prol. Brasil 1780, Phone: 2-02-21. Rodolfo pulled our burnt out starter, rewound it, and replaced it — all in one day for \$48, which included fixing the air conditioning in our VW van and a couple other odd jobs. No English but a really super young guy who is extremely competent at his work.

The problem with Mexican mechanics is that it's sometimes hard to find them. It would really be helpful if *Latitude 38* could compile a list of recommended Mexican mechanics. If we'd all share our experiences it would make life much easier and no one would ever have to sail back to the States for repairs. In fact, with the cost of repairs in Mexico some people might want to sail their boats the other way.

— Nick and Betty Coates 3/16/85

*Nick and Betty — That's a great start on a mechanic's list, we hope others in Mexico — and the South Pacific — will take the time to contribute.*

*In regard to the conception that the cruising life is terribly dangerous in Mexico, some of the blame may be heaped on the United States government. On March 13, for example, the U.S. Consulate put out a new release that said 54 Americans had been killed in Mexico during the last two years, 14 of them in Baja. The story went over the wire services and was broadcast by KNBR, KSFO and other Northern California radio stations, shocking a number of Latitude 38 readers.*

*We don't know where the consulate got their figures, but the only incident we know of involving sailors was the admittedly horri-*

*ble incident last summer when two yachties were murdered in Turtle Bay. But as the wife of one of the victims believes, we think it was just one of the strange incidents that can and do happen anywhere.*

We suspect that most of the 54 Americans who died in Mexico did so in car accidents or drug deals. Drugs are the one thing you don't want to screw around with in Mexico. Earlier this year the Port Captain in San Blas warned us against looking for dope in the region, saying that some bad hombres sold the stuff. He gestured towards a boat and explained that a couple had sailed it into nearby Matenchen Bay a year before and then gone into the hills looking to score some weed. Nobody has seen them since, and after a number of months of boat was towed to San Blas where it now remains. No, you don't want to go looking to buy dope in San Blas or anywhere else in Mexico.

**Pearl — Cross Tri  
Dave Dexter & Robbi Jardine  
Tahiti  
(Vancouver)**

This letter is long overdue! Mainly because I kept meaning to write and thank you for the great cruising party you put on last September — also for the visor and T-shirt I was fortunate enough to get.

We left Sausalito soon after recovering from the party and hopped down the coast to San Diego. We had good and bad experiences with the Harbor Police — the big fat desk guy on day shift still seems to be taking a double dose of idiot pills, while the night shift guys couldn't do enough to help us. They helped restore a bit of faith in Harbor Police.

The only other problem we had in San Diego was with Customs! Being Canadians we checked in in San Francisco, got all our paperwork done and left. After calling Customs in Santa Cruz, Monterey, Morro Bay and Santa Barbara and getting the same





reply from all of them that we needn't do it — we arrived in San Diego only to be pounced upon by Customs for not checking in! This happened to four of us. Three of us ended up being fined \$1,000, then after much complaining, crying and letter writing, we got it reduced to \$100. So any Canadians heading south, whatever you do, check in with customs in San Diego (within 24 hours).

We finally left at the beginning of December for Cabo and arrived there the day before New Year's. There were some hairy experiences! We sat out two blows, one off San Quintin and the other in Bahia Santa Maria.

We later went up to La Paz for a couple of weeks, returned to Cabo, then left February 9th for Isla Socorro. A great experience — the diving at Socorro was excellent! Fishing was good too; we caught a 35-lb wahoo with a green and yellow lure. We also stopped in at the Navy base where they checked our papers and let us fill up with water. We even managed to buy a few gallons of diesel.

Our trip to Nuku Hiva was slow. We never had much wind until the equator, where we got some steady S.E. trades and cranked on the miles. After 21 days we arrived, never having had any bad squalls. Most squalls we saw were in the daytime, and we chased them to get showers as it was very hot — 90+ in the daytime. It got way down to about 75 at night. We also experienced very high humidity for most of the trip — usually in the high 60's and 70's!

We plan on doing some more islands here, then move on to the Tuamotus and Societies. We plan on being in Aussie-land for the cyclone season.

*Pearl* is a 40-ft Cross trimaran that I built

One of the real pretty spots in the Sea of Cortez, Puerto Escondido. Berths are \$4 a night, which gives you pool and shower privileges at the trailer park.

out of Airex in Vancouver, B.C. I did it full time while my girlfriend Robbi worked at a regular job to keep some crumbs on the table. Robbi does all the navigating. We launched June 29th last year and left Vancouver September 5th on this trip. It's our second time down — last time we sailed from Vancouver to Durban, South Africa.

There are ten of us (boats!) here in Nuku Hiva right now. Other U.S. boats are *Wind-swept*, Chicago; *Squeaker*, San Francisco; and *Endurance*, Long Beach, has just anchored after a 25 day trip from Cabo.

The bond situation as of today is: U.S. boats have to put up \$658, Canadians \$980 — both in U.S. funds. They wouldn't accept credit cards so we've had to wire for money from Vancouver. Other than that things are great here; lots of friendly people, copious amounts of fruit and lots of sun.

Thanks again for a great mag — just wish there was some way to get it down here! Fair winds and may you never have to tack across your garbage.

— dave & robbi, 3/15/85

## **Aldene Arnold - 38-ft Elko Judi and Richard Arnold La Cruz de Huanacaxtale (Morro Bay)**

Most powerboats you see cruising Mexico are of the modern, fiberglass, sportfishing variety. Not *Aldene Arnold* a slightly top-heavy looking 1928 Elko powercruiser. Richard and Judi have spent the winter in the Sea of Cortez and on the mainland of Mexico, and are currently on their way to

Lazaro Cardenas where they are under the impression their little boat will be deck-loaded onto a freighter for transit to Amsterdam, Holland.

While in Mexico and hanging around sailing, the two got to concocting cruising axioms from their own experience. While they are powerboaters, some of the axioms seemed to have universal validity. Here are some of the better ones:

- # There is more to life than making beds.
- # A journey of a thousand miles begins with a single ad.
- # It's an ill wind that blows. (Remember, they have a power boat).
- # Small islands are easy to miss.
- # Speed is money.
- # The bigger the breakdown, the remoter the harbor.
- # Navigation is ten percent skill and ninety percent anxiety.
- # Cleaning bilge makes you feel virtuous.
- # The difference between stark terror and sheer bliss is often a simple u-turn.
- # Green is a nice color for brass, gray for wood.
- # Sunday is a day of rest. So are Monday, Tuesday, Wednesday, Thursday, Friday, and Saturday.
- # And finally,
- # All cruisers discover their own axioms.

— latitude 38

## **Cruising Tips From Novice to Novice Roberta Chan on Quetzal From Costa Rica to Jamaica**

I was first mate on C. Rothe's 40-ft Finot steel sloop during a recent trip from Costa Rica to Jamaica. Prior to the trip my only



# CHANGES

sailing experience had been a day sail on the Bay many years ago. The following naive observations may then be of no interest to the veteran cruiser, but they might be helpful to another beginner.

1. The drinking water we found was good everywhere except for Balboa, Panama. There it was drinkable, but it tasted awful.

2. Fresh water for bathing on an ocean voyage may be in very short supply if out for an extended period of time. We, for example, took four days from Puntarenas, Costa Rica to Balboa; and, nine days from Colon, Panama to Montego Bay, Jamaica. Without many fresh water baths, the sun and salt water are murder on your skin.

3. Good deck shoes are very helpful.

4. Once clothes get wet with saltwater they stay damp. The only exception was my polypropylene long underwear, which quickly became my night water uniform on the beat to Montego Bay.

5. The seasick pills I took were of no help. However, another cruiser later told me I should have put the pills under my tongue rather than swallowing them.

6. To feel at ease among the locals, nothing shorter than Bermuda shorts should be worn. Halter tops and swimsuits should not be worn on the streets. Even in the warmest places you'll find that the local women wear skirts or long pants.

7. A telephone company international card can be invaluable in a place like Jamaica. Phone service there is extraordinarily difficult.

8. I got no bad vibes while walking on the streets of Costa Rica. Locals in Colon, however, warned us of muggings and strongly suggested we take taxis. On the way to the market at Montego Bay a man, who I assume must have been with the SPCA, whispered something about "nice pussy". Except for the unbelievable paper shuffling in Balboa, we never had any problems with locals.

9. Intellectually I had tried to prepare myself for what I knew would be culture

shock, but I still found it unnerving that a black charter skipper would be told the "boys" may not eat at the MoBay YC restaurant but must eat on the dock. We found a much friendlier and a more caring atmosphere at the new On The Waterfront docking facility and restaurant right next to downtown MoBay. Owner Ron Smith was most accomodating.

10. We were supposed to raft with tugs through the Panama Canal but ended up rafting center chamber and then temporarily sidewalling. An' experienced line handler was invaluable. We found ours, Lorraine Pennington, through the staff at the Balboa YC. Our pilot, Douglas Rodriguez Lee, was assigned to us and did a great job.

— roberta chan

## CRUISE NOTES:

Mike Oaks of San Diego writes that he is planning to cruise to the South Pacific, New Zealand and Australia and would like to take his **Honda Trail 110** with him. He's asking cruisers who might know if he'll be facing any big restrictions? For instance, will there be a problem with duty and import fees and getting a temporary license in each country? What about getting insurance and an international driver's license — and is the latter worth anything? Mike is absolutely correct when he says there is simply not enough information published about this subject. Can you help?

Subscriber **Bob Rowland** of Redwood City dropped us a postcard from Paris of all places. He notes there are only two boat equipment and supply stores in the city of light, and that most of what they carry is intended for large river barges. Their saving grace is that they carry a good number of publications in both French and English, and that some of the staff is bi-lingual. In a cryptic P.S., Rowland says that Newport Beach's Boat Transit did a fine job of trailering his boat from Redwood City to Annapolis. A Roving Reporter's T-shirt to the first person



who can tell us; 1. the name and type of boat Bob owns, and whether or not he sailed it across the Atlantic.

On the other side of the world, Harbor-master A.N. Lewis of **Avatiu Harbor** on Raratonga reports that his harbor is still undergoing renovation and remains closed until further notice. He realizes that hurricane season is approaching and that some yachts will be headed toward this best harbor in the Cook Island group; regrettably he'll be forced to turn such boats away. What to do? Heck, it's only 1600 miles further to Auckland.

It's been a couple of years since we wrote about **retort pouch food**. By now most readers are probably familiar with this type of packaging that, for example, will keep milk fresh without refrigeration for up to five years. We bring the retort subject up because while paging through the most recent newsletter of Anchorage's William H. Seward YC, we came across a list of the items now available in retort packaging. Some are pretty incredible. Among the 17 dinner entrees are goodies like Chili Con Carne, Sweet & Sour Pork, Cabbage Rolls, Swiss Steak, Shrimp Creole, and Trout Almondine. Bakery products include mixes for sour dough bread, buttermilk pancakes, and English muffins. There's also all kinds of pasta, ten different syrups for making pop (three of them diet), nacho stix in garlic, onion, or plain; and "lite and fluffy chocolate Mousse". And if you scarf up too many of





ROCKY FACHO

Once you see it, you'll never forget distinctive Diamond Head. Unless, of course, you mistake it for Mazatlan's Cerro de Creston.

these retorty items, there's always the dieting programs available in the pouches, too. While there are a number of companies packaging food in retort containers, the ones listed above are by Yurika Foods Corporation.

Donna Anderson of **Asia**, berthed in Channel Islands Harbor passed on these thoughts scribbled by Lin and Larry Pardey while they were 1500 miles NE of Nuka Hiva:

"Baja was a treat as usual. We met old friends and made many new ones. But after three months we both felt eager to see what **Taleisin** was like on a long passage. She's great! We made 165 miles the first day out. She's also easy to manage and the new vane works great. It's blowing 18 to 20 right now with 10-ft seas and I can still write as legibly as ever. I like the tub; having a warm bath and washing my hair on a cool day while underway was a real treat! We're loaded with stores and eating very well, but are also anxious to see the islands. Life is good. We miss all our old friends, but not the crowded harbors."

So write Lin and Larry who postmarked the letter from the Marquesas on March 22.

If you're cruising in developing countries, you always run the risk of the travellers companion, diarrhea. Albert Eisner of Carmel-by-the-Sea was kind enough to send us a

clipping from the *Monterey Peninsula Herald* on the National Institute of Health's latest findings on the subject. It's sort of a good news/bad news proposition. The panel of medical experts report that symptoms of malaise, nausea and abdominal cramps often called by colorful names such as **Montezuma's Revenge**, Rangoon Runs, Delhi Belly, and the Aztec Two-Step, can often be prevented. They've found that several different antibiotic drugs can prevent the incidence of traveller's diarrhea, which is normally caused by eating fecally contaminated food, by as much as 90%. Similarly, even non-prescription products containing the drug bismuth salicylate (it's found in Pepto-Bismol, for example) can reduce the incidence by up to 60%.

But before you dash out and start taking the stuff, you should know that the National Health Institute panel recommends you don't. The panel believes their are "uncertain" risks with taking large doses of the non-prescription drug and that there are undesirable side-effects, although rare, that occur with the prescription solution. The panel recommends that instead of taking the drugs in advance, you wait until you see if you contract the problems. If you get it, they claim that the normal mild cases can be relieved quickly with prescription products containing loperamide or diphenoxylate. A slower alternative the panel also recommends is taking one ounce of bismuth sub-salicylate every 30 minutes for eight rounds.

You should obtain these products before leaving the States, but not take them until the dreaded symptoms appear. We wish all of you the best of luck in avoiding the stuff, but remember, like even the worst storms, the worst cases of the old Aztec Two Step eventually do end. You may wish you had died long before they do end, but rest assured, they do end.

Fred Waters and Wendy Robinson, who sailed from Redwood City two years ago, recently had the worst of weeks in Fiji. First their boat, at 1910 Hand designed gaff ketch named **Seafarer**, was burgled. Then their Zodiac raft, which had replaced a previously defective one, was stolen. But worst of all was that their 75-year old boat caught fire and sunk, a complete loss. Neither one of them have been able to come up with a reasonable explanation of how the boat could have possibly caught fire. The two have been back in the States for a while, trying to figure out what to do next. Perhaps indicative of Fred's plans is that he felt like leaving as soon as he got back.

The same can probably not be said for U.S. citizen **William Mathers**. This 41-year old gentleman was apprehended by our good friends the Vietnamese, while sailing his schooner from Singapore, where he is employed, to Hong Kong. The Vietnamese imprisoned him on charges of spying. It's true that he did have a lot of radio gear on the boat, but who can tell if: 1. he really was a spy; 2. if the Vietnamese genuinely mistook him for a spy; or 3. if the Vietnamese just used the electronic gear as an excuse to arrest him. (Of course maybe he really was a spy but the Vietnamese didn't realize it but used it as a pretense to arrest him anyway.) Whatever, all anyone really knows is that the Vietnamese released Mathers after his father ponied up \$10,000. No word on the fate of the schooner.

Peter Sutter has arrived in the Marquesas on **Wild Spirit** and is said to be having the time of his life.

— latitude 38



Deadline: 20th of the month prior to publication

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— Toys in the Attic —

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Partially restored recently hauled and painted, hull in perfect condition. Good liveaboard. \$8,500 or offer. Terms possible. 522-0903.

## SANTANA 22

4 suits of sails, spinnaker, o.b., life lines. Chain plates, keel bolts and shrouds replaced with stainless steel. Complete with dual axel trailer. \$6,750. Ph: 656-5652 or 656-1912.

## O'DAY 23

Two boat owner must sell 1971 23-ft sloop by May 15. Great Bay boat, sleeps 5, stove, icebox, good sails, 6 hp Johnson, anchor, safety equipment. New bottom paint. Emeryville berth. \$4,950/offer. Stew (415) 635-5168.

## FLYING JUNIOR MKIII

1980 Sailnetics seat tank version. Sharp. Harken jib furling. Trailer. \$1,950. Two bags sails. 529-2914.

## ISLANDER 37

Factory built, VHF, RDF, log & knotmeter, AM/FM, A-4, dinghy, full mahogany interior, Electro-san head, nav station, safety/ground gear, much more. Must sell to buy bigger. \$42K, 5% broker courtesy. (707) 833-2101 or 539-6063.

**FOR SALE/TRADE?** Stephens electric windlass \$500. 41' Alum. mast & rig \$650. 9' Avon Sportboat (new) \$895. Autohelm 3000 (new) \$595. Spin for 32-39' boat \$850. Spares for lift-up Aries. Wanted: Spin poles 14 1/2' or longer. Charts: So. America. Ham transceiver, coupler, antenna. (415) 865-1604 eves.

## SANTANA 22

1984 Johnson 8 hp o.b., 2 headsails, lifelines, pulpit, whisker pole, compass, stainless chain plates, Lewmar winches, Schaefer blocks, jiffy reefing, new electrical system and C.G. approved safety equipment. \$5,000/B.O. Days 666-1469, Steve.

## NORWEST 33—SHARE THE BEAUTY & PERFORMANCE

1/3 shares (2)—\$3,500 down, \$295/mo. includes (loan, taxes, insurance & berth). 1981 custom built blue water performance cruiser. All offshore & safety gear, handbuilt all teak and holly int. 5 sails, Westerbeke (3)—fresh water cooled. All electronics—combi, autopilot, Loran, EPIRB, AM/FM stereo tape, radar detection, VHF, hot & cold pres. H2O, shower, AC power & charger, 2 spd. Barient & single handers package. Windlass with all chain rode. Hull #18. Last & most luxurious in the fleet. Bristol condition. Days 525-7887; Eves. 526-1149.

## RANGER 37

Fast, stiff and sturdy. Rod rigging, oversize hardware, 3 speed winches, wheel steering. SSB, VHF, Loran, depthsounder, log, windspeed/point. Full cruise interior with enclosed head, 3 burner CNG stove with oven, lots of extras. Volvo diesel engine with fresh water cooling recently overhauled. 3 pages of inventory. Professionally maintained. Owner will consider trades/financing down/all offers. Call 254-1306.

## COLUMBIA CHALLENGER 24

Fiberglass construction, stainless steel rigging, pulpit and lifelines. 4 full berths, head and galley. 4 new North sails, genoa and spinnaker. Aluminum bridge for controls, many extras. Mint condition. \$6,000. 935-5140.

## WESTSAIL 32

Flush deck style — one piece mold hull. Made 2 offshore passages. Needs lots of work. No motor. Very roomy strong & seaworthy. Slow but steady, comfortable cruising or liveaboard. \$15,950/offer. John (415) 376-4706.

## SACRIFICE—\$25,000—BELOW MARKET

'77 Island-Trader 51'. Loaded for world cruising, autopilot, radar, SatNav, refriger-freezer, 6 1/2 kw generator, microwave. Will consider trade for Petaluma area home. Call (415) 237-9144 or (707) 763-6711.

## CHARTERS — SAN JUAN ISLANDS & CANADIAN WATERS

7 night, 6 1/2 day weeks. Sleep aboard the night before; take those dollars & sail some more! Cal, Catalina 27's, \$525; Irwin 30, \$600; Catalina 30, \$650; Mariner 36 ketch, \$850; Valiant 40, \$1050; Nordic 40s, \$1180; Nordic 44s \$1380. Many others. Chuckanut Charters, P.O. Box 5361, Bellingham, WA 98227 (206) 733-2125.



<b>1979 LANCER 28</b> Shad Turner designed shoal draft sloop. Wheel steering, 9.9 hp o.b., 2 burner stove, VHF, ds, optional interior w/6'2" headroom & berths for 6. \$15,750. Leave a message at (408) 736-3134.	<b>PASSPORT 42</b> Custom built, cruise equipped. \$110,000. 435-1525, Clarke Reynolds.	<b>PARTNERSHIP, 40-FT SLOOP</b> Commission 1982, fully equipped for fast cruising. (415) 647-2620.
<b>CAPTAIN AND ENGINEER/FIRST MATE</b> Wanted for working sailing vessel in So. Pac. Must be avail beginning of June. Partake in an extraordinary adventure in a paid position. Write Island Packet Trading, 3020 Bridgeway #418, Sausalito, CA 94965 or (808) 261-1863.	<b>COLUMBIA 30</b> VHF, km, ws, wd, fatho, refrigeration, new main, 150, 110, stay sail. 2 spinnakers, 150 jenniker, new L.P. paint, 13 Barient winches, many extras. Bristol condition. \$30,000 or offer. Assumable loan. Sausalito berth. (415) 821-7789.	<b>NOR SEA 27, 1978</b> Proven Lyle Hess design. Aft cockpit, 15 hp diesel. Well maintained, over \$65,000 invested. Located near San Juan Islands in Washington state. \$45,000. (206) 437-2192.
<b>1974 ERICSON 27</b> Clean, dry & comfortable boat. Hauled & painted 9/84. Berthed & cruised in fresh water for last 6 years. Km, depth, VHF, stereo/cassette, Autohelm, Atomic 4 (gas), 2-speed winches, lines to cockpit. \$22,500. (415) 654-2559(n); 451-5757(d) Don.	<b>FOR SAIL</b> Catalina 27', 170% genoa, mint cond. \$395. Danforth Corsair compass, bulkhead mount w/night light \$50. Dayton 2 amp. automatic battery charger \$12. Portable boarding ladder, "EEz-In" type \$10. Call Larry (415) 948-0685.	<b>DUFOR ARPEGE</b> Classic 30-ft French built sloop, cruise ready w/11 sails incl: 3 mains, 5 jibs, 2 spinnakers, full electronics, Volvo Penta 7.5 hp, new LPU, Avon. Very clean and well maintained in and out. \$29,000/B.O. 549-9539.
<b>O'DAY DAY SAILER</b> 17-ft day sailer with 2 set of sails, spinnaker, trailer. Good condition. Call (415) 456-6622 eves.	<b>MOORE 24</b> This great little boat has every option available. Has been in dry storage for three years and is in superb condition. Owner will finance/trade/or \$13,900 all cash. Call (209) 533-4030.	<b>LA REINA — ERICSON 30</b> 6'3" headroom, sleeps 6, excellent Bay/Delta/coastal boat. RDF, ds, VHF, km, 2 compass, main (3 reefs), headsails 150% to storm jib. \$25,000 or best offer. (415) 490-2701.
<b>CARINITA 20, \$2,700 BEST OFFER</b> Sleeps 4, cockpit seats 6, sloop rig, fixed keel. F/G over wood. Very stable & seaworthy, 3 sails, spin + pole & gear, Evinrude 6 hp o.b., running lights, battery & charger, compass, km, Danforth anchor + more. Sidney, eve. 428-0137; 428-1156 mess.	<b>1982 SPRINTA SPORT</b> 23 feet with galvanized trailer, outboard, and 6 sails. \$14,500. 841-8054 or 548-0456 (days).	<b>33-FT PROVEN OCEANIC PASSAGE MAKER</b> Swedish double-ender. I have to give my love up; she is a ketch, built in oak, heavy constr., teak deck. Two steering terminals. \$45,000/offer. Located in Ventura. Call Kerstin, days (714) 856-6045; eves (714) 673-8003.
<b>FOR RENT — CAL 24</b> Sailboat w/o.b. motor, 24' long, 8' beam, 5 sails, 5.5 hp Johnson. Builder—Jensen. Recent bottom work & filter glass. Ready for cruising. Restricted to Bay and Delta only! Berkeley berth \$250/mo. inclusive. 540-0671 ext. 419.	<b>41-FT SEA TIGER, \$49,500.</b> 1971 ketch, fiberglass hull, diesel, excellent condition, equipped for cruising, good liveaboard, too many extras to list. Ask for Werner, home (415) 592-2526; work (415) 272-4780.	<b>26-FT SLOOP, GLASS HULL</b> Inboard engine, lots of sails, VHF, sounder, fireplace. Roomy, great liveaboard. Proven & ready to go again. This is a "must see". \$13,000. (415) 456-0221.
<b>1969 COLUMBIA 28</b> Two cylinder Volvo diesel, good working sails, 4 big Barients, refrig., 2-burner alcohol w/oven, AC gen. Constant Volt 30 amp. instruments. Crealock design, stiff Bay boat. Oyster Point berth. Needs work. \$9,500 cash. (415) 755-0588.	<b>FINISH IT YOURSELF</b> 28-ft custom wood cruising sloop near completion. Top specifications, bronze fastenings, lead keel, spruce mast. Atomic 4. \$23,500 firm. Sausalito location. (415) 388-2292.	<b>ANNA — 1926 ALDEN KETCH 65-FT</b> This classic ship has been rebuilt inside and out for Bay or cruising comfort. You must see. Call for pictures and spec sheets. Ken Hein (916) 758-0741.
<b>32-FT TRAVELLER</b> Double-ended cutter, USA built, full keel, beautiful teak decks/trim, Volvo diesel, 6' + headroom, great liveaboard, ocean tested. \$55,500. Below market price, must see. Call after 6 p.m. or weekends for specs and pictures. (916) 381-8568.	<b>COLUMBIA 26 MK II</b> Versatile mini-cruiser/racer with spinnaker, 9.9 hp o.b. with electric starter, VHF, compass, sumlog. \$10,950. 454-8645 or 456-7347.	<b>CHOEY LEE BERMUDA 30</b> Study, seaworthy full keel f/g ketch, teak decks & cabin. 6'3" headroom, 6 sails, autopilot, cockpit reefing, VHF, depth, km/log. Best looking boat on the Bay. \$29,500. (415) 497-9667 days; (415) 367-1716 eves.
<b>TRIMARAN — PROFESSIONALLY BUILT</b> Not slapped together by a 60's refugee, this 26' Horstman has cruised Mexico—must see to appreciate. You've read about multihulls in Lat. 38, here's a beauty! Bought bigger tri, first offer over \$6,000 — instruction included. 365-5666.	<b>ALBERG 35</b> 1967, outfitted for ocean passage, Volvo diesel, dodger, Aries vane, propane. Extensive inventory, well cared for, a fine cruising boat. \$46,000. (206) 362-1491; 363-9385; 842-2222. P.O. Box 17297, Seattle, WA 98107.	<b>UNIVERSAL ATOMIC 4 ENGINE</b> Runs good, hear run. Complete alternator, exhaust system, manuals, spares, etc. \$600. Electric compass \$50. Sea Chef alcohol stove/oven, pressure tank \$100. 110 lb Danforth \$250. Sabot racing dinghy (f/g) complete \$450. (916) 372-0260.
<b>C &amp; C 36</b> Cruise, liveaboard or race and win. Diesel powered 1979 sloop. Fully equipped. 11 Barients (4 self tailing), 5 bags Pineapples sails, spinnaker gear, rod rigging, 2 anchors with chain and rode, bow roller, stern boarding ladder, Avon Redcrest, hot/cold pressure water, shower, gimbaled brass lamps, customized teak interior fully stocked, stereo, VHF, Nav station, Signet KM, WP, WS, Impulse DS. Maintained and upgraded to better than new. Bristol condition. \$74,500. (415) 435-1207.	<b>O'DAY 25</b> Best in the West. Like new. Trailerable, roomy cruiser. Rebuilt Tandem Trailrite trailer, shoal keel/CB, Johnson 9.9 electric start, Horizon VHF, Richie compass, Signet knotmeter, 150 genoa, cruising spinnaker, stereo, 2 burner stove, recent micron b.p., fresh water Folsom Lake berth. \$14,500. (916) 961-3580.	<b>FAMILY MEMBER FOR SALE</b> Newport 30 Phase 1 almost new diesel, dodger, auto pilot, VHF, liferaft, km & log, wind, delta awning, custom interior heavy duty batteries, fireplace, depth sounder, CNG stove, 4 head sails, 3 spin, drifter, custom rudder, cockpit cushions, electra-san, lots of gear. Asking \$29,000. Days 459-6811, eves 435-9078.
<b>AKKA</b> Dutch built 36-ft steel cutter, classy, well maintained yacht — recent survey and haul-out (4/85). \$53,000. (415) 658-1194.	<b>ERICSON 30</b> 1969 w/30 hp Atomic 4, 7 winches & 7 bags of sails, km, ws, ds, VHF, Autohelm, 2 anchors. A lot of time and money has gone into reconditioning this boat. She's in great shape! Asking \$28,000. Call evenings 569-3654.	<b>27-FT BAYLINER BUCCANEER SLOOP \$11,900</b> 1976 f/g, excellent, galley, head, shower, radio, extras, sleeps 6, teak and carpet, new Evinrude outboard. This is a strong, easy sailing, Bay and Delta sloop, Berkeley slip. Must sell. Work (415) 848-4258; Home 524-6532.

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CAPTAIN REG HUNTER, USCG License. Prof. skipper avail. Deliveries. Power or sail, anywhere on West Coast. Am. Sailing Assoc. Instr. can certify from basic to advanced coastal cruising w/coastal nav. stndrd. Sunset cruises—sailboat charters—private fishing charters on Monterey Bay. (408) 475-6143; (408) 425-5211 ext. 290 ans. service. Reasonable Rates.

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for their Junior sailors.  
Intermediate, advanced and racing skills are needed. Summer full time; off-season part-time. Send resume to William Wright, St. Francis Yacht Club, On The Marina, San Francisco, CA 94123.

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San Francisco: Wright-Allied 36-ft ketch ..... \$150/day  
Cape Dory 36 (cutter) ..... \$150/day  
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**FOR SALE**

Liferaft: Zodiac, 4 person emergency inflatable. Never used, in perfect condition. Instant inflation with canopy. Sealed in canister. Certified January 1985. \$850.  
(415) 236-9740.

**11-FT CAPE DORY DINGHY**

Sailing, rowing. Very pretty, f/g with much mahogany trim. Entirely redone. Ideal for starters, for Lake Tahoe, or as Delta dinghy for larger boats. Complete with trailer. \$1,200.  
799-5959.

**FOR SALE**

Loran C Trimble 180.  
The best way to find your way around the race course.  
(408) 371-1897 eves.

**SKIPPERS**

The Lake Merritt Sailing Club invites you to the 1985 Mayors Cup Regatta—Sunday, July 7th. Open to all SBRA classes—no entry fee—prizes. Skippers meeting 10:30 a.m. at Lake Merritt Boat House. No entry fee.

**CONTEST 30 SLOOP**

Excellent able ocean and Bay cruiser. Volvo diesel, built in f/g to Lloyds specifications in Holland 1970. VHF, EPIRB, windlass, etc., beautiful mahogany interior. \$24,500. Will consider smaller boat as partial payment. John, nights 239-0447; days 873-4044.

**24-FT OFFSHORE SLOOP**

Customized flush deck cruiser. Partial list includes 8 sails, 4 anchors, steering vane, dodger, Avon Redcrest, Zodiac survival raft, solar panel, ws, km, VHF, ds, RDF, EPIRB, shortwave receiver. Much more. \$16,000.  
(408) 395-2422 eves.

**BIRD 5 FALCON**

Best winning record in last 15 years—race ready—new deck, frames & fastenings. \$6,500. Int. 14 w/trailer—Proctor 6. \$900.  
Eves. 523-5107.

**WESTSAIL 32**

Late model. Virtually new. Hull #734. Volvo 3 cylinder diesel engine (200 hours). Oversized Chrome Barient self-tailing winches & lots of them. Beautiful tile and Hawaiian Koa wood interior. Diesel heater. Shipmate stove. New Autohelm 2000 electric autopilot. New Avon dinghy. Digital RDF. This boat has never been blue water sailed. You will not find a newer, better, prettier Westsail 32 anywhere at any price. Sausalito berth. Asking \$63,000. Owner.  
(415) 332-2257.

**ENGINES**

1 ea. 12 hp air cooled diesel, fully self-contained, no transmission, hardly used. 1 ea. Atomic 4, running when it came out but needs valve job. Best Offer(s) takes it (them). (415) 657-4433 days; (408) 988-6019 eves. Kim Mosher.

**SAILING:** Club Nautique charter membership for sale. Enjoy free sailing courses, 20% discount on all rentals, free use of 22'-26' sailboats. Club Nautique membership is \$2,195. Your price \$1,750, you save \$445. Ask for Dan (408) 720-5219; (408) 338-9777 eves.

**PROVEN BLUE WATER CRUISING CUTTER**

Benford 30, LOA 35-ft. Farnet roller furling. Teak topsides, full keel, cabin aft w/U-shaped galley. Perfect at sea. Unifridge unit & kerosene stove. Teak & mahogany int. RVG windvane. Sabb 18 hp dsl. Dinghy & oars. Asking \$45,000. (916) 893-1724.

**1981 MacGREGOR 25**

Excellent condition. Includes: trailer w/surgebrakes, data marine log and knotmeter, up-graded galley with on demand water, Honda o.b., marine radio, many other extras.  
Call after 6:30 weekdays. (408) 973-9143.

**YANKEE DOLPHIN**

24-ft cruising sloop, classic Sparkman & Stephens design, f/g w/beautiful teak, new Hood sails, Evinrude 6 hp o.b., mahogany cabin, super condition, full galley, VHF, many extras, Sausalito berth, must sell. \$10,900.  
664-3321.

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For 36-ft sailboat. Airless sprayer w/chopper. Matt & woven roving. 3/4 balsakore. Sell or trade for ?

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**1965 TIDEWATER 24**

A sporty daysailer with large cockpit, cuddy cabin. F/G hull with fixed keel. Ready to sail. Includes trailer and Seagull outboard. \$3,000.  
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**AUSSIE WANTS PASSAGE HOME**

Need honest, hardworking & exp. assistance for your cruise to the Pac? Aussie sailor (29) seeks working passage home down under. Just completed Am. racing circuit. Qualified offshore ychtmstr. Avail. now for prep. & dep. Nicholas (415) 540-9167.

**CRUISE MAINE & NOVA SCOTIA**

Experience offshore and coastal sailing on *Blue Sky* — a Mason 43. Enjoy very economical share expense-type cruising.  
Call Bob LeFevre or Linda Dowd. (209) 524-1211.

**48-FT 1921 CLASSIC M.Y.—AS IS \$7,000 OFFER**

Nautalex, beautiful-tired, neglected. Few things work — probably fixable. 2 Chrysler Royals, tiled bath, 2 heads, El Toro, outboard, microwave. In Redwood City. Must move.  
Bob (415) 856-3515 (leave message).

**LANCER 36**

1/4 partnership in beautiful sloop, built in 1983. Cruising interior. Racing rig. Berthed at Richmond Marina.  
(415) 527-1015.

**WANTED**

Olson 30 trailer to rent in mid-July.  
(415) 457-3911 early a.m. or evenings.

**HAWAIIAN CRUISE**

Group seeks congenial persons/couples interested in inter-island sailing or return trip from Hawaii aboard *Ishar*, a Garden 51 ketch. Each leg will be about 2 weeks and departing July/Aug.  
Kerry (415) 494-4571.

**TAYANA**

1979  
Pilot House  
Make Offer

Outstanding Boat  
Outstanding Condition  
(707) 557-1415.

**PIER 39**

Well-located 36-ft berth. Discounted parking available. \$200/mo. plus maintenance. Call Bob (415) 785-8822 ext. 24 or (209) 524-1942 or (408) 258-9090 eves.

**1981 VENTURE 21**

Excellent condition. Trailer, 4 hp Evinrude, VHF radio, main, jib. \$4,400.  
(408) 462-1267; (408) 475-7057.

**24-FT SEAFARER SLOOP**

Sleeps 4 comfortably, fiberglass construction. Located: Fortman Basin Marina, Alameda, Berth D:19. Also Montgomery 10-ft dinghy, new sail. Both \$2,500!  
Ph: 521-4960.

**FOR SALE**

San Juan 21, 1974. Has 3 1/2 hp outboard, 3 sails, trailer. All in good condition. \$4,500.  
(415) 939-8844.

**CAPE DORY 36**

Excellent condition. Well equipped 1983 model. Full keel, cutter-rigged Alberg design. Includes CNG (natural gas) stove/oven, 110 shorepower, VHF, knot log, depthsounder. Asking only \$88,000.  
Call (415) 591-4879 eves.

**1982 CATALINA 25-FT**

Fixed keel, excellent condition, many extras, 2 jibs & spanker, Honda 10 hp, VHF, compass, depthfinder, FM stereo, shore power, dual batteries AC/DC converter charger. \$14,500.  
Eves. (415) 837-3778.

**COLUMBIA 22-FT**

In very good condition. Roomy cabin and cockpit. New 6 hp Evinrude. Berkeley berth. Surveyed at \$5,200. Asking \$4,000. Call (415) 232-0635 eves. or inquire at Cal Sailing Club, Berkeley Marina.

**ERICSON 32-FT**

1974. Alameda berth, very good condition. VHF, knotlog, depth-sounder, 4 sails, pressure water, hot water, stove with oven, wheel steering, phone and more. Perfect for cruising or liveaboard.  
(408) 738-2888 ext. 4569 days;  
(415) 769-9048 eves.

**32-FT ERICSON**

Atomic 4, marine head, holding tank, alcohol stove, 2 spd winches, ds, km, RDF, Horizon 25 VHF radio, dodger, North sails. Real clean boat. 33K.  
(916) 933-4108.

**ISLANDER 30 MKII NO. 541**

1976, immaculate condition—must be seen. Volvo diesel, Pedestal steering, 2 yr. old double reef main and 110% lapper, 90% jib, extra main, VHF, windspeed, knotmeter, depthsounder, AM/FM stereo cassette, 3 burner alcohol stove w/oven, shorepower. Many other extras. Emeryville berth. \$33,500/offer.  
(415) 421-9440 days, (415) 824-2573 or (415) 574-4534 eves.

**EQUIPMENT FOR SALE**

EPIRB \$150. 14-ft spinnaker pole \$150. Danforth H-20 with chain \$90. Hooker 18 with chain \$70. Anchor light \$30. 300 feet 5/8 road \$150. Miscellaneous. Must sell. Call (408) 435-0166.

**FOR SALE I-O-D NO. 103**

Fiberglass, teak, Awlgrip, new bottom paint, aluminum mast. Well cared for. Fully equipped. Asking \$22m.  
Call Taylor 981-4050 days; 346-2087 eves.

**BLUE WATER SAILING ENGINEER AT LARGE**

Looking for a boat builder who would like to include my technical designs into building the completely self-sufficient sailboat. A self-sustaining, hydrogen-electric system can be built into a boat to provide auxiliary power propulsion and the other comforts we like to enjoy. If you would like to build the kind of boat you would like for yourself, drop me a line, I'll reply A.S.A.P.

Donatas, 1311 El Camino Real #258, Millbrae, CA 94030

**AVON LIFERAFT**

Top quality, 4 person in a softcase for easy carrying. 5 years old recertified last 3 years. Replacement cost \$2,400. Yours for \$1,500 or best offer. Call Scott (415) 254-4784 after 6 p.m.

**ALL TEAK CHEOY LEE ROBB 35**

For sale by owner. \$45,000. She's pretty and well-built and has cruised the South Pacific. Berthed Ventura, CA.  
(805) 644-4387.

**UNION 36—REDUCED \$7,000—SELL OR TRADE**

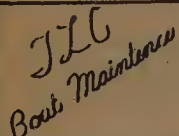

1982, beautiful liveaboard cruising cutter, black hull, teak decks, Perkins 4-108, ds, VHF, shower, windlass, 7 Lewmar winches, 3 burner/oven, trade for boat worth \$20,000 or less or sell \$65,000. David (408) 263-7500 x6575/d; (415) 328-5258/e.

**TRANS PACIFIC SAILING SCHOOL**

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ABOARD 47-FT KETCH, *MARISOL*.

"Cruise and Learn" 1-4 weeks, sailing, Calif., Mexico, Hawaii; April -September.  
Berth, meals, tuition, \$330/wk. Box 639, Ross, CA 94957. (415) 457-9525.



<b>MOBILE CANVAS BUSINESS</b> 24'x7' floor space. Industrial walking foot sewing machine, 2 yrs. old; 5 kw gen., 2 roof air cond.; power steering ect, easy to drive. Can convert to mobile maintenance shop too. Service customers direct. \$13,900. (209) 634-9927.	<b>1981 39-FT LANCER M.S.</b> Ideal liveaboard, f/g sloop, twin diesels, full electronics, VHF, radar, autopilot, roller furling, refrig, stove/oven, hot/cold pressure water, stereo, teak interior. Excellent condition! \$105K. (415) 367-7895 home; (415) 857-7552 work.	<b>VALIANT 40 — THE IDEAL CRUISING BOAT</b> Westerbeke diesel, autopilot, Loran C, Datamarine depth-sounder, VDO wind point/wind speed/wind direction/close haul indicator, Hi-Gain 55 channel VHF, Refrigeration, propane gally, hot & cold pressure water, shower, sailing dinghy and more! \$126,500. Tim Rogers (415) 332-4142 days, (415) 331-6378 eves.
<b>29-FT COLUMBIA 8.7</b> Roller furling, jiffy reefing, teak cabin, diesel engine. Excellent Bay boat. Alameda berth. \$31,900. (408) 925-2887 days; (408) 374-9128 eves.	<b>COLUMBIA 24 — MARK II</b> New rigging, new working sails, new 8 hp Evinrude, Silva compass. Excellent condition. Owners upgrading to off-shore cruiser. Bay boat <i>Suzuki</i> needs a good home! \$6,000. Call Don or Barbara evenings at (415) 547-0421.	<b>CRUISE WANTED.</b> Midlife adventurer (45) seeks extended cruise. Bay sailor, scuba, world Navy traveller, mountaineer, carpenter/wdwrkr, motorcyclist. Past psychologist, musician bartender, fshrmn. Skilled hands & mind. Mellow, resp. comp. Refs. Wr: Myers, 2168 Blossom Crest, San Jose, CA 95124.
<b>RANGER 30</b> '77 sloop in beautiful condition, 7 sails including spinnaker. VHF, Signet cockpit gauges, Universal diesel, battery charger, sleeps 6. A fun boat for the Bay. \$35,000. Call Hans (916) 758-3678 eves; (209) 545-8384 days.	<b>IDEAL POCKET CRUISER.</b> Lyle Hess design. Falmouth cutter -quality constr by Sam Morse. For those who know what they want. BMW diesel, Barient ST's, LOA 22', LOD 30', Draft 3'6"', Disp. 7500 lbs. Tanbark sails. Protected Sausalito berth. More. \$29,000. Serious only. (H) 381-4363; (W) 864-6450 Steve.	<b>1976 ERICSON 25</b> Fixed keel, 3 North sails, whisker pole, deluxe mahogany int., head w/holding tank. Compass, VHF radio, ds, 7.5 hp Evinrude o.b., 8' dinghy, full cust. canvas cover. Extras, excellent cond. Must see. \$16,000/offer. (415) 944-1021.
<b>GENOA 135</b> Like new 6.3 oz 351 sq ft. J=13, I=40 LP 17.2, used twice. \$450 firm. Call (415) 357-2170 between 4 and 8 p.m.	<b>VENTURE 21</b> 150% genoa and winches, trailer, head, depthsounder, lights, kick-up rudder, bow pulpit, compass, boom & main sail cover, canvas fitted cover for full length, cushions, like new, very clean. Don or Nancy (415) 634-2451.	<b>INTERNATIONAL 470</b> Eriksson spar mast and boom, an Ullman main, jib, and two spinnakers, and a Vanguard hull that needs fiberglass repair. Will sell separately or together. Reasonably priced. Contact Mike at 461-1276.
<b>28-FT TRITON — MINTAKA</b> 1984 fleet champ. Equipped for MORA. Loran, new mast, fresh sprayed bottom, 3 suites racing sails, and much more. Berkeley berth. Best offer over 18K. (408) 245-6560 eves.	<b>CAL 20, \$5,200</b> 7 sails (2 mains, 3 jibs, 2 spinnakers). Race rigged. 6 hp Johnson outboard. Sausalito berth. 383-4549.	<b>SHARE OWNERSHIP</b> Ensanada 20 centerboard sloop with trailer, outboard, dry slip at Berkeley Marina. Excellent condition. Great daysailer for Bay or Delta, or take to lakes. 1/3 ownership, \$1,200. Call Mike (415) 453-7376 evenings.
<b>MISCELLANEOUS (USEO)</b> Cruise 'N Carry Outboard; Norcold refr. freezer 110-12v; Famaya NC-2 calculator; foul weather gear; Float Coat; 12" b&w TV 110-12v; misc. sailing books; navigation plotting board; strobe light. (415) 898-1280.	<b>1984 CATALINA 25 — TALL RIG</b> Swing keel, traditional interior, almond hull w/regatta blue stripe. Split backstay, all lines run to cockpit including Jiffy Reef and Jib Downhaul. (Keeps crew happy in blow). Dockside power with built-in battery charger, 7 1/2 hp Honda, Porta Potti, alcohol stove, 25 watt marine radio, boat rigged so one person can raise or lower mast, 2 axle trailer, great cruiser/racer. Priced according to equipment desired — Ask \$19,500. (916) 865-5577 days; (916) 865-3826 evenings.	<b>CHALLENGER 40 SLOOP</b> Full keel, diesel, Kenyon wind gauges, VHF, RDF, 2 refrigerators, depthfinder, shower, 200 gal water, 5 sails, all teak-mahogany interior, 7 Barlows, stove, oven, battery charger, lots more. Great shape. Firm. \$75,000. (408) 353-1015.
<b>27-FT ROYAL VIKING</b> Totally rebuilt. Honduras on oak, bright cabin, teak decks & cabin tops. New diesel, full galley, refrigeration, color TV, stereo, complete ground tackle, windlass. Cruise ready. \$20,000/offer. Frank Valli, Box 2341, Capistrano Beach, CA 92624.	<b>1980 CATALINA 30</b> Diesel, 110 & 150 headsails, F'wd traveler. Vang. B'stay tension, 72 ch VHF, CB, AM/FM stereo, stove, oven, many extras, dinghy, Tiburon location, leaving area. Must sell! 381-6045. \$31,000.	<b>RANGER 23</b> "RACE HORSE". '76. Clean. Solid. Fast. Beautiful. Alum toe rails. Pulpits. Barients. All goodies. Rustic Sausalito berth available. Only \$10,800. (415) 892-2988.
<b>PIER 39 SLIP FOR RENT</b> 40' slip on D Dock, short or long term. Available now. Call (818) 991-3390 during business hours. 9 a.m. to 5 p.m. Ask for Evelyn. Evenings and weekends call (805) 654-8987.	<b>ESTATE SALE</b> 1984 Banshee, 13-foot. Excellent condition. Hardly used. \$1,200 or best offer. Call 237-4399.	<b>QUEST — TAHITI VET!</b> Fiberglass hull. Documented 36' Clipper ketch by Cheoy Lee. F/W cooled Mercedes diesel 40 hp, reduction gear, flexible coupling. All teak, spruce mast and steps. Emergency steering, raft, all Coast Guard equipment, dinghy. Seagull, Aries vane, Shipmate 3 burner stove/oven, cabin heater, tankage, kerosene, pres. water, saltwater pump, 2 sp. anchor, windlass, 4 anchors, 200' 3/8 chain, 300' 5/8 nylon rope, 5 berths, leeboards, dodger, 2 bilge pumps, shorepower, sun cover. San Francisco berth possible. Instruments: 55 amp variable alternator, charger, voltmeter, wind, speed, log, depthsounder, VHF, repeaters, alarm system for oil and engine heat, electrolysis system, RDF, Walker log, UHV overseas radio. Sails, Hood furling plus 10 sails. Extras Extras Extras \$50,000 Firm. (415) 471-2377 Jack.
<b>HELP WANTED</b> Strong and willing young person to join family for summer of work exp. as an apprentice homebuilder as we build "Duck Landing" wtrfrnt structure. Free veg. food & rent, dockspace, small cash allowance. Ram/Allen, 1460 Milton, Napa 94559.	<b>TRAILERABLE 22-FT MCGREGOR SAILBOAT</b> Rigged for cruising lakes or ocean. Sleeps 4, refrig/freezer, 20 gal water storage, custom galley, stove, sink. 15 hp electric Evinrude motor, sails, 2 axle trailer, extras, great condition. \$6,000. (916) 842-1119 or 842-3338.	
<b>18 1/2-FT CAPRICE; SLOOP RIGGED, POCKET CRUISER</b> Sistership to <i>Shrimpy</i> , the smallest vessel to circumnavigate (Guiness). Designed by Robert Tucker and built at Cornubia Yacht Yard, England, by C.E. "Nobby" Clark in 1960. Completely equipped (even includes the coffee pot) to sail away. Perfect for singlehanded or doublehanded cruising. Requires less than \$100/year to operate and maintain. Includes trailer and 7.5 hp Honda o.b. \$4,565. Berthed S.F. Bay; delivery, terms, and/or trade for car are possible. Call Jason (415) 581-9909.	<b>EXPERIENCED GEL-COAT PERSON WANTED</b> Full or part time. Golden State Yachts (415) 533-2283.	
<b>CHARTER — BAHAMA ISLANDER ON SAN FRANCISCO BAY</b> Bristol condition. AM/FM stereo with tape. Skippered \$150 or bareboat \$110/day. Weekend rates. (209) 439-2907 (eves)/(209) 266-3117 (days) Ask for Ken.		<b>CHARTER WASHINGTON SAN JUAN ISLANDS</b> New Hunter 37 sailboat available this summer from Anacortes, WA. Fully equipped, 2 staterooms, sleeps 7. \$850 per week. Contact Arnie Seppi, 4163 Beach Dr. S.W. #201, Seattle, WA 98116. (206) 937-0241.
 <b>JLL Boat Maintenance</b> Wooden Boats a specialty. Sanding, varnishing, painting, general maintenance, minor engine repairs and servicing. Gas or diesel. Master Mariner, 20 years experience, references Free estimates Call: Clark Arquette — 525-9087		<b>SAVE \$\$\$</b> Charter a 32-ft Pearson 323 sailboat. \$90/day, Mon. thru Fri. \$115/day, Sat, Sun, Holidays. Call Jim for details. (415) 852-5152 days; (408) 973-8557 eves.
<b>MARINE ENGINE SURVEYING</b> Power and sail; two year repair outlook; oil analysis computer comparison. (415)934-6159.		<b>ISN'T IT TIME YOU LEARNED</b> To fix your own engine problems! Hands on, theory, debugging. (415)934-6159
<b>CHARTER</b> Lee Stephens Reverie, beautiful 46-ft cutter available for spring and summer charter; fully equipped; autohelm, Loran, Nav Station, dinghy with o.b.; etc. Rates \$250/day. Special rates for mid-week, weekly and monthly charters. Lee Stephens Yachts (408) 996-7050.		<b>SAIL SEA OF CORTEZ — MEXICO</b> 41' Morgan "Out Island" bareboat or skippered, fully equipped Zodiac dinghy, Windsurfer, Snorkel gear, 7 1/2 outboard, etc. Sleeps 7 in 3 cabins — mid cockpit. From \$700/week off-season to \$1,225/week — 10% off on second time. Bob Moore (415) 892-0340.



**CAL 20**

Great first boat. Sailing lessons included. 6 sails. Rebuilt Johnson outboard/stern motor mount. New cushions. Sausalito berth. \$4,200. 331-3490.

**YANKEE DOLPHIN 24-FT**

For sale or 1/3 partnerships. 1967 Sparkman & Stephens masthead sloop w/keel—cntrbrd. New mainsail & halyard, new 10 hp Honda o.b., f/g & teak recon., convenient Sausalito berth. \$12,500. Contact Carey at Harbour Master Services. 332-2265.

**SAILOR WANTED**

for sales position  
in a small, growing company in Berkeley;  
full time, flexible schedule.  
Seabird Sailing Center (415) 548-3730.

**SNIPE AND EL TORO**

Both are in excellent condition with new sails.  
Will sell Snipe with or without trailer.  
(415) 471-2785 evenings. Trade?

**FOR SALE**

38' F.C. Hull. One of the best ever built. Will make excellent cruiser. Very eager to sell. Any reasonable offer accepted.  
Call (408) 438-5426.

**30-FT BIRD SLOOP**

New teak cockpit. Classic woodie.  
Good buy at \$6,500.  
(415) 668-4155.

**PERRY 41 SLOOP**

Launched 1984, upwind Berkeley berth, AC/DC refrig., Loran, Horizon maxi VHF, Brookes & Gatehouse instruments, H&C water, beautiful teak int. & deck. Perfect liveboard/cruising yacht. \$120,000. Joe Lancaster (415) 538-5300, days M-F.

**WOODEN 36-FT SLOOP**

Owner forced to sell! Insured at over \$30,000. She's fast & loves the wind. Has narrow beam & 48-ft spruce mast. Norway blt of Hondorous mahg. over oak frames. Rcnt srvy, bttm & hull pntd. Give-A-Way at \$7,000/offer. Private owner (415) 522-2525

**CHEOY LEE OFFSHORE 27**

Popular ocean cruiser and Bay boat. Teak cabin, cockpit & decks. Natural bright spars. Superior construction—Lloyds A1 F/G hull. Volvo diesel. Berkeley berth. Exc. equipment & cond. Well maintained. \$24,000/offer. 527-2685.

**25-FT O'DAY — MUST SELL**

You must see our 1976 O'Day 25, centerboard w/9.9 hp Johnson, depthsounder, compass, Danforth 13S & chain, 110%—150%, CB radio, sleeps 5, good cond., great Bay boat. \$15,000 or make offer. (415) 865-4040.

**ISLANDER BAHAMA 24, SAIL NO. 1 SCOUT**

Active One-Design Class. Great Bay boat for new or old sailors! Exc. condition, Honda outboard, VHF, knotmeter, ds, much more. See Article *Latitude* 38 March issue. \$7,950 or best offer. (415) 572-0361 (w) or (415) 349-4606 (h).

**SAILBOAT CHARTER WANTED**

28-ft to 42-ft bareboat charter wanted by experienced couple. Also interested in skippered charters above 42-ft for occasional business meetings and celebrations.  
Call Hal at (408) 446-4422 (h) or (408) 980-9898 (w).

**NEW DIESEL**

4 cyl., 60 hp Isuzu, 2-1 reduction.  
Gauges, controls, mounts & exhaust.  
\$4,500 or offer.  
Jim (415) 648-3188.

**SAILING INSTRUCTORS WANTED**

Coast Guard licensed or ASA certified.  
Full & part time positions available.  
Dave Garrett Sailing.  
Sausalito (415) 331-3364; Redwood City (415) 367-0850.

**MOORE 24**

Completely equipped and in excellent shape. Ready to go for ocean racing or performance cruising. Includes all MORA equipment. Asking \$16,500. Call Brian (408) 245-2877 eves.

**PEARSON ARIEL**

26-ft fiberglass sloop. Atomic 4, 6 bags of sails.  
VHF, am/fm, 2 anchors, new paint.  
(415) 583-2051

**FAST OLD LADY**

*Ruby II*. Built 1910 by Pop Stevens, 39'x11'x5'6". Race rigged w/aluminum mast & stainless rigging. Fresh haulout, fair condition. Needs some work. A graceful classic. \$15,000 neg. 465-3394.

**MORGAN O.I. 41 1973**

Sloop rig, dodger, VHF, dinghy, fully equipped for cruising. Good liveboard. Must sell. Come take a look and make an offer. (415) 345-2984.

**NORWEGIAN DOUBLE-ENDER 32'x7'6"x5'10"**. Prof. restored classic woodie. Fast, very seaworthy. Beautiful new int., all new s.s. rigging, cstm mast tangs, new keel bolts, new canvas deck, new rails/sliding hatch, new pulpit/stations, bow roller, 6' dinghy. Asking \$25,000. (415) 459-3947 Kent Parker.

**LASER**

Always garage stored. Beautifully refinished centerboard + rudder w/cases. Sail always folded, never stuffed. Never raced but race ready w/telescoping tiller extension. 2 Stearns lifejackets included. Hull/deck immac. \$1,300/offer. Contact Kirk 939-1244.

**1980 O'DAY DAY SAILER**

E-Z Loader trailer. 3.5 hp Eska. Improved rigging. Sailed on the Carquinez Straits. \$3,000 or B.O.  
Steve (707) 745-5249 Benicia.

**FOR SAIL—22' VENTURE/McGREGOR**

\$3,900 or best offer. Sail HMB, SF Bay or lakes. Trailerable, jib, 2 genoas, spinnaker, sailcover, head, anchor, trailer, outboard. Ready to sail away. Call Lane 726-2909 eves.

**22-FT CATALINA WITH TRAILER**

Late 1980 pop top, sliding galley, head, 4 sails, sunshade. Hd stay jib bag, main cover, boom vang, fore & aft pulpets, life lines, cushions, carpet inside & out, swim ladder, whisker pole, life jackets, 5 hp motor. \$8,900 or make offer. (707) 263-0959.

**PETERSON 34**

Well equipped for racing or cruising, 9 bags, VHF (2), monitor vane. Lowest price on West Coast. \$53,000. (415) 399-8861 (w); (415) 456-2154 (h).

**28-FT AUXILIARY SLOOP**

A graceful & swift boat that sleeps 4 & has a VHF ship to shore radio, masthead navigational lights, rebuilt Albin engine, 5 sails & is in top condition. \$9,950 terms. Days 347-7764; Eves. 349-9410.

**ERICSON 27 — 1974**

Has Faryman diesel. Well equipped with VHF, RDF, autopilot and many more extras. 6 sails. Excellent condition. Priced low to sell. \$16,000. (805) 658-9011.

**45-FT HUNTINGFORD KETCH HINANO**

Designed and equipped for bluewater cruising. Radar, refrigeration, lots of teak. Recently hauled. Asking \$114,500 with important financial advantages. 339-1506, anytime.

**ELECTRONIC NAVIGATION INSTRUCTION**

Covering SatNav, Loran C and Radar  
Emphasis on practical application. Classes starting May 14th. For more information contact:  
Tim Rogers.  
332-4142 days; 331-6378 eves.

**WOOD FINISHING**

Short- and long-term boat maintenance. Gentle and reliable.  
Call for appointment. (408) 736-1637 Evenings.

**BEARFOOT VOYAGES**

Sail the Bay!  
Bareboat or Skippered  
(415) 381-4363  
Rental Charter Lessons

**DISTRESS SALE**

47-ft Gulfstar Sailmaster, 1980 ketch. 7 sails, AC/DC ref/freezer, washer/dryer, Onan generator, loaded! Will pay airfare for buyer. At \$20,000 below BUC value, this boat is a steal at \$165,000. Call collect for details. Wind Works, 7001 Seaview Avenue NW, Seattle, Wa 98117. (206) 784-9386.

**FIJI CHARTERS**

Cruise in Paradise. Sail with professional guide.  
The ultimate South Seas adventure.  
EMERALD YACHT CHARTERS, G.P.O., Savusavu, FIJI.  
U.S. (213) 598-6001.

**CHARTER**

Cruise San Francisco Bay. Charter my luxurious Islander 32 sailboat. Bareboat or skippered. Berthed near Jack London Square (Oakland) restaurants, free parking. Sleeps 5. Hot showers, stereo, TV, VHF, inboard. \$125/day. Call now for this weekend. Wendell 800/221-3640.

**ENJOY NEW DRIER SLEEPING COMFORT**

With automatic bunk warmers: 12 volt (averages 2-3 amps cycling), 115-volt, & combination 12/115-volt models, \$34.95—\$76.95. U.S. made, 2-year limited warranty. For information contact N. Boddy Marketing, P.O. Box 27081, Escondido, CA 92027. (619) 745-5310.


**LINDA WEBER-RETTIE DELIVERS**

YOUR BOAT SAFE, SOUND, WHOLE. Wanted: Summer '85 deliveries, to/from Hawaii. 22,500 m. of No. Pac. crossings as skipper, navigator, etc. Will singlehand suitably outfitted boat or skipper w/crew. Ham radio licensed. Delivery references available. 521-7172.



<b>PARTNERSHIP — PSC25</b> Beautiful 25-foot sloop with new diesel, berthed at S.F. Marina. Total yearly cost is \$810 for all expenses, including berth rental, maintenance, and insurance. Inexpensive and hassle-free 40+ days per year. Bob (415) 334-7532.	<b>NOR'WEST 33</b> 1980 classic cruiser, Chuck Burns design. Full keel w/cutaway foreft, pedestal steering, Combi ds, km, VHF. Sail covers, 90 jib, genoa, mast steps. Yanmar diesel, CNG range & oven. Custom teak intr. Sausalito berth. \$55,000. (707) 431-0204.	<b>ERICSON 29</b> Excellent condition, VHF, am/fm stereo, compass, wheel steering, sleeps 6, all teak redone, new seacocks, Berkeley berth. \$27,000. (408) 286-9124.
<b>RETIRING EXECUTIVE</b> will exchange 15% equity position in small, high-growth technology company located in California for offshore cruiser—will consider trawler. Company is privately held and profitable with substantial potential. Executive position for right man. P.O. Box 403, Venice, CA 90294.	<b>GOOD DEAL FOR RIGHT PERSON</b> Have a berth on Petaluma River (Opp. Port Sonoma). Handle up to 45' sailboat — in mud at lowest tide. FREE — for some sailing — I'm experienced. May even go in partnership. Roy 892-8303.	<b>PIER 39 S.F.</b> 40-ft slip (D-19). Rent — weekends/week/month. Rich 239-8479.
<b>24' ISLANDER BAHAMA</b> Strong, roomy, sloop, extra sails. 10 hp outboard, head, sleeps 4, Alameda slip. \$5,900. Call (408) 867-2752 before 3 p.m. or after 10 p.m.	<b>O'DAY JAVELIN</b> 14' sloop, ideal first boat, good condition, trailer, reef points. \$1,100/Best Offer. 759-6017 evenings.	<b>WILL TRADE FOR 30-FT TO 40-FT SAILBOAT</b> Unique home with rental, ideal set-up for two families, frontage on N. Umpqua River, near Roseburg, OR. Barns, irrigation system, fenced, many trees, on 22.92 acres. Assumable loan! Ideal mini-ranch. \$249,000. (503) 496-0269.
<b>CHEOYLEE OFFSHORE 27', F'GLS DIESEL</b> Fully cruise equipped, in excellent condition. Awaits her new owner at one of the best cruising areas in the South Pacific. Ready to cruise now. U.S. Documented. \$19,950 Cash. 9308 Military Trail, PBG, FL 33410.	<b>HERRESHOFF ROZINANTE</b> 1963, Nova Scotia. Master Mariners veteran. 28-ft Marconi ketch. Port Orford cedar on white oak, bronze fastened, lead keel. Seagull outboard, hard dinghy. Beautifully finished below. Excellent condition. \$19,500. Call (415) 521-3078.	<b>NEFERTITTI</b> Peterson 25; cherry red hull; black spars; beautiful condition. Fast boat with class. Plenty of cruising comfort. \$13,950. Can partially finance or may consider partner.. Carolyn 459-3405 (days) or 382-0117 (eves).
<b>1/2 PARTNERSHIP AVAILABLE, ERICSON 32.</b> Mint condition. Well-equipped for Bay-Delta cruising. Downwind Berkeley Marina slip. Convenient to Berkeley Yacht Club. (916) 966-1297.	<b>37' SEARUNNER TRI</b> '73, 25 hp Volvo MD2B, docum., 5 sails, a very complete cruising inventory, located in S.F.L. Asking \$36,000. Tel: (415) 935-0898.	<b>1978 CORONADO 15 SAILBOAT</b> Shoreline trailer. Very good condition. Orange with white trim. \$1,800. George (415) 796-1025.
<b>SLIP FOR SALE OR LEASE</b> 40' dock, Pier Marina 39. Very good location. (213) 622-5033 R. Cheifer. Monday thru Friday, 9 a.m. - 5:30 p.m.	<b>TRADE</b> Want to trade your sea legs in on some dry land? I own a condominium on Mariner's Island in San Mateo. Three years new, on the water, with view of the Bay. Assume my 10 1/4% variable loan of \$114,000 plus \$20,000 in sailboat equity or cash or other and we have a deal. The value of this unit is \$135,000 and provides 2 br, washer/dryer/pool/sauna/private beach, island living, great location, security parking. Bruce 692-4338 or 595-4434.	<b>TRITON #91</b> Aurora, first West Coast Triton '60, sold to the first reasonable offer. New sails, rebuilt engine & more. Business commitments require me to sacrifice rare classic. Richard (415) 459-6099 (leave message).
<b>WYLIE WABBIT 24 NEW</b> Awesome. Loaded. New boat. Dry stored. Horizon main, jib, spinnaker, Mylar Genoa all new. Special racing compass, and all factory accessory. \$12,000 worth of boat for a mere \$7,500. (213) 821-4141 Paul or Jeanne.	<b>CATALINA 30</b> '78 hull No. 880. 5 sails, Atomic 4, wheel, 2 depthsounders. And the list goes on. Too much to list. \$33,500. (707) 554-1158 recorder.	<b>LIKE WESTSAILS?</b> Like sturdy F/G cutters with diesel aux? Like traditional double-enders with tiller? Want plenty of teak and mahogany below decks? Then consider my 1978 Liberty, <i>Scrimshaw</i> , Doc - 670042. \$37,500 by owner, Dave (916) 445-8283 (office hrs).
<b>RANGER 23</b> 1976. 5 Barent winches, 4 North sails, spinnaker gear, km, compass, 6 hp Evinrude motor. Great boat for racing or cruising on the Bay. Classic Gary Mull design. Exc. cond. \$13,500. Call Sy Gold at (916) 752-2844 days or (916) 753-2001 evenings.	<b>CATALINA 30</b> '78 hull No. 880. 5 sails, Atomic 4, wheel, 2 depthsounders. And the list goes on. Too much to list. \$33,500. (707) 554-1158 recorder.	<b>PRINDLE 16 CATAMARAN</b> Fast and fun. 1976 model has h/d trailer, tramp bag, full cover. Gold hulls with white/yellow/orange main. Used but not abused. \$1,700 or best offer. John R. 892-3603 (H) or 383-8200 (W).
<b>FORCED SALE — NAGGING WIFE</b> 1963 Kings Cruiser sailboat. (Sweden)—28' wood. Rebuilt '83 — refinished '85. Inboard diesel. Sleeps 4. New cushions. Sound condition. Vallejo berth. \$9,500. Tip (415) 757-0123. After 5:00 (707) 745-2841.	<b>DOWNEASTER 41 PILOTHOUSE SLOOP</b> Escape custombuilt 1980 for owner. Proven world cruiser. 65 hp diesel, 300 gal. fuel, full keel. All electronics and amenities. All unattached equipment included. All systems go! \$115,000. Recent survey. Call "K.C." Holm (415) 837-9050.	<b>CAL 20 + TRAILER</b> Two sets sails, Evinrude outboard, Berkeley berth. Boat \$3,800. Trailer \$450. (415) 626-7011.
<b>SINGLE SIDE BAND — SEA — MODEL 122</b> "One of the best units available." Fully synthesized radio with SEA Model 1060W antenna couple. Installation available. \$1,800 or B.O. Jeff or Jim 339-2736.	<b>CATALINA 27</b> This is the boat you've been looking for! Expertly maintained, well-equipped, new sails, rigging, interior, excellent condition. This responsive Bay boat is a pleasure to own and sail. At \$17,500 it's a steal! Call Dave at 383-7537.	<b>ATTRACTIVE ADVENTUROUS LADY</b> To join yacht in Mexico. Cruise Sea of Cortez Fall '85. South Pacific Spring '86. Prefer trim non-smoking devoted to cruising life. Particulars to E.F. Howard, 3370 N. Hayden Rd. Suite 123-164, Scottsdale, AZ. 85251.
<b>LEGACY</b> 30' Tom Wylie designed cold-molded racer. No. 1 of the Gemini twins. Exc. cond. New non-skid, deck refit, new rudder '83. New diesel '82. Cover photo/article <i>Wooden Boat</i> , issue No. 12. Berthed: Alameda Village Marina. \$29,500. (415) 832-6563.	<b>36-FT BOAT SLIP FOR RENT SAN FRANCISCO PIER 39</b> Enjoy this newly remodeled marina. Includes dock box, water, power, phone, shower and laundry facilities. \$225/mo. Cali Marty Dow (702) 825-1736.	<b>60-FT ALAMEDA ESTUARY BERTH</b> End tie at Pacific Marina/Oakland Yacht Club adjacent to Encinal Yacht Club, guest dock; available June 1 through August 31; all utilities. Recognized yacht club members only. 532-1786.
<b>REPAIR SPACE TO LET</b> We have space to rent for a marine engine repair shop. Only established firms need inquire. Berkeley Marine Center, Inc. 1 Spinnaker Way, Berkeley Marina, CA 94710		<b>— A-1 BRIGHTWORK SERVICE —</b> Top quality brightwork at very reasonable rates. No job too large or too small. Satisfaction guaranteed. References available. Michael Heiner (415) 868-1720 (home); (415) 331-8149 (message)
<b>TIDE AND CURRENT</b> A talk by Kame Richards Thursday, May 23, Golden Gate YC 7:00 p.m. \$5.00 admission. Sponsored by WRA. Everyone welcome.		<b>CHARTER: OLSON 40 Spellbound</b> Trans-Pac ready. Complete sail inventory and electronics. (916) 758-0700 or (916) 756-8297.
<b>STUART E. RIDDELL</b> Marine surveyor and consultant (415) 332-9036		<b>BAREBOAT BEAUTIFUL LAKE TAHOE</b> Islander Bahama 30. Fast, safe, easy to sail. \$195 per day graduated to \$700 per week. Coast Guard Inspected and Insured. Deutsch Sailboat Charter Box 7223, So. Lake Tahoe, CA 95731 (916) 541-1453 Anytime
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<b>ERICSON 30 — \$26,500</b> Coyote Point berth, San Mateo. New int. "U" dinette, atomic 4, autopilot, 5 bags + spinnaker, 6 winches. Singlehander rigged, several cust. items. Nds nothing, lovely, exceptional cond! Km/log, sw, df, VHF. Will mail info. Call Bill: (415) 321-0982.	<b>CATALINA 30</b> Exc. cond. Includes all teak intr., CNG stove/oven, North main, 150, 110 & 90 on club, diesel, wheel, Signet inst., Unifridge, VHF, stereo, shower, brand new upholstery, many extras! Bargain price. \$29,950. (415) 897-5837.	<b>CATALINA 30</b> 1982. Diesel, Edson wheel steering, roller furling jib, 2 sp winches, spinnaker, VHF, km, AM/FM tape deck, MOB pole, cockpit cushions, excellent condition. Best buy at 33K (408) 479-1890.
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<b>NEWEST, PRETTIEST WESTSAIL 32 ON THE BAY</b> Factory finished in November 1979. 5 Tanbark sails, Combi electronics, Barients, teak decks, hot/cold water pressure, 3 cylinder Volvo (176 hrs.), EPIRB, all channels VHF, 6 man Avon. \$62,500. (916) 673-3599.	<b>FREYA 39</b> 1980 Excellent liveaboard—world cruiser. Volvo MD 17, Sitex radar, VHF, autopilot, depthsounder, VDO log, 8 Barients, Lefiell spars, electric windlass, heavy ground tackle, fiberglass dinghy, Dodger, HiSeas heater, propane stove/oven, refrigeration, pressure H&C/shower. \$127,000. Broker Courtesy 5%. Full details — E.C. Carder, Gen. Del. Friday Harbor, WA 98250.	<b>TREASURE ISLANDER 22-FT</b> It breaks my heart, but I must sell this sleek, wooden sloop built to race on the S.F. Bay. She's fast and trustworthy. A classic! Good condition. San Leandro berth. \$1,995. (415) 521-9539.
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<b>LASER 14</b> 1975. Complete — good condition. \$550. (415) 456-7252.	<b>FOR SALE — WINCHES AND ANCHOR</b> One pair #22, two speed, stainless steel Barient winches \$600 O/B. Also 45 lbs. C.Q.R. anchor \$225 O/B. All in excellent condition. Call Dane (415) 726-6262.	<b>NORTH SAILS BRAND NEW 50% OFF. CALL (415) 728-5046.</b> Main, 2 reefs, size 31-6 x 12-8 only \$700. Trysail, heavy duty, size 16-0 x 8-0 only \$250. Spinnaker, Triradial, size 39-6 x 20-6 only \$800. Storm spinnaker, nylon! Size 29-0 x 15-6 only \$400. (415) 728-5046.
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1977. Very clean. VHF, CB, RDF. Depthsounder. Loran C. Stereo. KM. Alcohol stove. Delta cover. 2 batteries. Ice box. Sleeps 6, 6' headroom. (415) 883-5445 leave message if not home.

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8-ft sailing dinghy. Fiberglass, wood trim. Good condition. Extra sail, car roof, carrier racks included. \$550/offer. (415) 386-5123

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Cold-molded wood sailing sloop 33'2" length. One-off Wyllie designed and built 1979. Excellent condition. 5 sails, 4 berths, galley, navigator's station. 55 gallons fresh water, VHF radio, natural wood topsides, Yanmar diesel, 20 gallons fuel, outfitted for offshore or day sailing. *Secure slip available*. Owner planning larger boat.

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Just reduced \$1,000 for quick sale. New paint, sails, furl jib, and Johnson outboard. Phone (415) 638-6438. \$5,500/Best Offer.

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Pictured in February *Latitude 38* — moving forces sale. Custom spars & rig by Steve Seals, ds, km, sprinnaker, AC/DC, new bottom, S.F. berth, more. Evan or Alanna 333-2082.

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Daughters who crewed have flown the nest. Hull No. 1833. Orig. owner. Excl cond. Dry sailed. Trail-Rite single axle w/dolly. Fully race equipped. 5 bags sails. 4 1/2 hp 35 lb O/B cruises at 5 kt. \$13,000. (415) 435-4085.

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Steel hull. Dutch built 1962. GMC 3-53. 300 gal water. 280 fuel. Excel cond. Fully equipt. Must sell. \$110,000. San Diego, CA (619) 425-9036.

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37' diesel custom ketch, cold-molded covered in F/G. 6 bags of sails, 4 anchors, new radio, wheel steering dinghy. Remodeled inside. Great Bay & ocean boat. Excellent condition. \$39,500. Bill (415) 794-0305 eves.

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Built '72. Clean, well-maintained, well-equipt incl: Datamarine dr & km, VHF, compass, full cvrs, Edson whl strng, stern boarding lddr, 4 sails incl. Club jib & drifter-reacher, Atomic 4 inboard. Asking \$24,500. Please call after 6 p.m. (408) 247-0511.

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<b>ISLANDER — BAHAMA 30-FT, 1980</b> Volvo-Penta MD7A dsl w/Racor filters, North main, 90% & 110% jib & Sutter radial headsail, k.m., d.s., 50-chnl marine radio, Lewmar halyard winches, ocean strobe, more. Perfect condition/1 owner. \$39,900 John 849-3848 evenings	<b>FOR THE GOOD GAY LIFE AFLOAT</b> The largest gay yacht club in northern California, the Barbary Coast Boating Club, welcomes both sail boaters and power boaters. For membership info. call: (415) 753-5017 or (415) 237-1213.	<b>AVON 6 MAN RAFT</b> Soft pack. Certified 2/85. \$1,400. 332-6520.
<b>80% OF USE FOR 20% OF COSTS!!!!</b> Fantastic partnership opportunity available; loaded Islander 36, race and cruise equipped. \$6,000 cash plus \$250 month. Other partners rarely use the boat due to extremely busy schedules. Jim (415) 893-9196.	<b>NORSEA 27</b> Superb pocket cruiser, aft cabin, excellent condition. Yanmar diesel, luxurious interior, VHF, ds, stereo AM/FM cassette, many extras. Owner can assist in financing. Richmond berth. Asking \$37,500 Call (415) 843-0429	<b>30' CLASSIC MOTOR BOAT</b> Very comfortable, super liveaboard or Delta boat. Complete new engine. Hull needs work. Asking \$3,500, will negotiate. Call Mike 589-6701
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<b>MUSTANG!!</b> '65 Mustang Fstbk, V8, auto., restored, \$4,000 val; '66 Mustang coupe, 6 cyl., auto., restored, \$3,000 val. Would like to trade one on a Cal 20 or comp. boat. Bill Gassert, Box 226, Huntsville, Utah 84317. (801) 745-3395 (no collect calls, please)	<b>32' STEPHENS CLASSIC SEDAN</b> Excellent condition, new paint, chrome, carpet, 1984. Delta covered berth. Sleeps 4. Very clean. Call (415) 332-6520. \$17,000	<b>1/3 PEARSON 26</b> Desperate, first \$3,800 takes share of very clean '76 boat in 4-yr. old partnership. Will demo for serious buyer. Brickyard Cove berth, \$60/mo. maint. Write WALT, P.O. Box 16-3339, Miami, FL 33116-3339 for full details.
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<b>24' WYLIE WABBIT</b> Ultrafast (PHRF = 150). Mint cond. 5 sails, outboard, galv. trailer. All offers considered. Located in Berkeley. (415) 486-1781 (H); (415) 642-9154 (W).	<b>RAWSON 30 SLOOP</b> F/G classic w/huge forward berth. Sleeps 5, nice int., new cushions, '82 Volvo dsl, tanks. Cruising vane, VHF, d.s., Danforth anchor, chain, line. Liveaboard. Will help form partnership if price is a problem. \$26,000 Terms. 343-3704.	<b>COLUMBIA 29</b> '65 MKI. Well equip. w/8 sails, 2 anchors, Richie compass, KM, DigDS, RDF, quartz clock, barometer. Good strong cruising boat w/6'3" headroom. Sails better than most. \$18,000. (415) 357-9991, after 6 p.m.
<b>J/24</b> 1979 Eastern Boat, dry sailed, tandem wheel trailer hot dip galvanized, 6 h.p. outboard motor, boat cover, knotmeter, and more. \$12,500/offer. Richard F. Daly, 837 Higate Dr., Daly City, CA 94015.	<b>FOR SALE: PEARSON ELECTRA</b> Good condition with 30 foot S.F. berth. Asking \$9,000. Call 731-8022 for details.	<b>REDUCED TO \$53,000</b> 45' Fiberglass center cockpit sloop. Van de Stadt design. World cruiser. Ready to go. Lots of gear, 10 sails. (916) 342-2772
<b>ISLANDER 36</b> Fully equipped, Barent winches, Palmer engine w/less than 300 hrs., Coyote Point berth. Best maintained I-36 on the Bay. Great cruising/racing boat. Original owner. \$52,000. (415) 574-1208 eves.	<b>SANTA CRUZ 27</b> 1974, clean green hull, trailer, recent refinish inside & out. 5 sails, VHF, dry-sailed only. Excellent condition. Priced to sell fast at \$14,500. Call (408) 423-9902 or (415) 331-2451 eves. and weekends.	
<b>MARINE DOCUMENTATION SERVICES</b> Sandra K. Hansen Attorney At Law P.O. Box 3069 Lihue, HI 96766 (415) 521-5500 (808) 742-6059		<b>NORDIC 40</b> <b>CHARTER</b> Lease (Bareboat) or skipped 331-2290
<b>AHOY YACHT CHARTERS</b> Come sail beautiful British Columbia aboard <i>Hanalei</i> , Custom MC39. CYA Sailing Instructor. Continental cuisine. Sunset/dinner, daily & weekend cruises. Brochure available. 1806-1155 Beach Avenue, Vancouver, B.C., Canada, V6E 1V2. (604) 687-7396.		<b>CHARTER SAN JUANS &amp; GULF ISLANDS</b> New Catalina 27 & 30 from Bellingham, Washington, heart of the San Juans. Completely equipped for Northwest cruising. For complete information, contact Chinook Services, Inc., 16103 N.E. 108th Court, Redmond, Washington, 98052. (206) 881-2467.
<b>Lloyd F. Benson</b> Marine Surveyor Design Consultant P.O. Box DD Belvedere, CA 94920 (415) 435-0409		<b>AMATEUR STEEL BOATBUILDING WORKSHOP '85</b> August 22-25, 4-days of intense training covering all phases of building your own yacht of steel. All students will gain first hand experience in various construction techniques. SIERRA YACHTWORKS, Box 9951, Tahoe Valley, CA 95731. (916) 544-4933.
<b>CHARTER YACHT CAPTAIN</b> Mature, college educated, minimum 100 ton inland with radar, one year's experience operating twin screw passenger vessels 40' to 60', industry references required, Hornblower Yachts, Inc. (415) 540-8352.		<b>SAIL TAHITI, TONGA FREE</b> <b>CHARTER ONE WEEK — GET SECOND WEEK FREE</b> New Low Airfare \$760 Round Trip. 19 Yachts available, Peterson 44's, CSY 44's, Nautical 39's, Endeavour 37's. You must mention this ad to receive free week of charter. Phone toll free 300-453-2730 or write South Pacific Yacht Charters, P.O. Box 6, Smithfield, UT 84335.



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Great Bay Boat. 1972, 3 sails, knotmeter, compass, depthfinder, pulpits, lifelines, 6 hp Evinrude. \$10,000. Never been raced. Call 381-0663 after 6 p.m.

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Excellent condition, like new. Diesel engine, pedestal wheel steering; Dig readout, fully galley, head, shower, pressure H&C water. Roller furling, jib, shore power, covers, extras. Call after 6 p.m. (415) 453-9704. \$36,500.

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1967 F/G, Yanmar dsl 22.5 h.p., teak sole/int., autopilot, knotmeter, dodger, 5 sails, depthfinder, Mex. vet. Ready to cruise again. Bristol cond. Asking \$25,500. Daniel Brown, P.O. Box 2853, Capistrano Beach, CA 92624. (714) 493-7283

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'79 Sloop with '81 E-Z Loader trailer. Main, 110, 150, 7.5 h.p. outboard, VHF, Porta-Potti. Boat has been dry sailed. \$7,900. (415) 938-7015 eves.

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Very comfortable cruiser. Last two owners have lived aboard with families. Easy to handle & efficient staysail rig. Good sails & rebuilt engine. \$45,000. Creative financing by owner possible. David Cervin, P.O. Box 695, Balboa, CA 92661.

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Full keel, diesel, Kenyon wind gauges, VHF, RDF, 2 refrigerators, depthfinder, shower, 200 gal water, 5 sails, all teak-mahogany interior, 7 Barlows, stove, oven, battery charger, lots more. Great shape. \$75,000 Firm. (408) 353-1015

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<b>1979 LANDFALL 39' PILOTHOUSE CUTTER</b> Great sailing cruiser, 60 hp, Isuzu engine, hot & cold pressure water. Teak interior. Excellent for liveaboard. Well maintained. Must see to appreciate. \$77,000. (408) 988-1173.		<b>J/24</b> 1982 E. Coast—never raced, sailed less than 1 year. 4.5 Johnson, fully equipped, trailer, owner must sell. New boat at used price. \$16,900. (707) 745-7780 (w); (707) 745-4461 (h).
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<b>32-FT MARINER KETCH</b> Full keel fiberglass hull with beautiful teak trim. Fully equipped. Berkeley berth. \$40,000. 562-5879.	<b>CORONADO 25, \$5,500.</b> Ds/VHF, 4 sails, 2 anchors, stove. New Vunning rigging & club pole. All CG required equipment. Trailerable & sleeps 5. MUST SELL NOW. Good cond. Also: Avon Redcrest 9' inflatable w/motor mount. \$350 Firm. 588-1903/236-5136.	<b>1982 NORSEMAN 447</b> Aft cockpit in Bristol cond. Sobstad sails, Signet insts. VHF, dodger, Nillson 3000 windlass, inflatable, Lewco 40 amp charger, Adler-Barbour reefer, custom int. cushions, stereo. Save thousands on this immac. yacht. (213) 240-6493 eve. Pete.
<b>29 COLUMBIA 29 MK II</b> Full keel, sleeps 6, galley, all found, ready to race/cruise, 5 sails. Owner \$22,750. (415) 522-1826.	<b>8-FT MERRITT SAILING DINGHY</b> Copper riveted, mahogany lapstrake with Johnson & Joseph sail. Better than new. \$850. (916) 393-3436.	<b>25 HP VOLVO diesel, low hours \$2,150. 26-ft double-ended ketch, needs work, many extras: \$1,000. 14-ft C-lark sloop w/trailer &amp; spinnaker, good cond., easy maintenance, fun to sail: \$1,100.</b> Call Jeff 482-3776 eves; 547-6307 days.
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<b>HAWAII VET</b> 1927 Bristol — Alberg designed sloop. 3 head sails + spinnaker. Inboard engine, great little pocket cruiser. Chuck (707) 745-0394 message.	<b>I'M LOOKING FOR A SUMMER CHARTER!</b> 10-year experienced sailor wants to charter 25-40 foot sailboat for the summer out of southern Marin. Seeks stable relationship that allows use 5-10 days each month. Willing to do light maintenance. Chris: 331-2664.	<b>PEARSON 365 KETCH</b> \$64,000. (415) 331-6266. Ask for Wayne.
<b>ALBERG 35 &amp; COLUMBIA 8.3</b> 35' Alberg, Pearson built full keel ocean cruiser, documented, loaded with gear, new Atomic 4 — \$36,000. 27' Columbia 8.3, 1977, Atomic 4, low hours, well equipped, very clean — \$25,000. Don Brunette Yacht Brokerage after 6 p.m., Alameda (415) 865-5259.		<b>NEED A YACHT CLUB?</b> YRA, SYRA and SBRA affiliations. \$45/yr Associate Membership. No strings, No hassles. CAL SAILING CLUB — A public sailing cooperative. For more information call Cynthia. (415) 548-1631.
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<b>16-FT NORDICA DOUBLE-ENDER CUTTER</b> Condition like new, full keel, motor mount, cabin & cockpit cushions and lights, teak hatch cover & cockpit floor; galvanized Shoreline trailer with full sized tires, main sail & jib. \$4,000. (415) 634-5601.	<b>SANTA CRUZ 27</b> 1976, 13 sails, VHF, trailer, new outboard. Well maintained. Available with nice Sausalito slip. \$16,000/offer. (415) 922-5812 eves.	<b>PARKER 505</b> Very fast Olympic class racing dinghy. Mahogany deck and trim. Excellent condition. Trailer, sails, spinnakers. Complete. \$2,900. (415) 965-3671.
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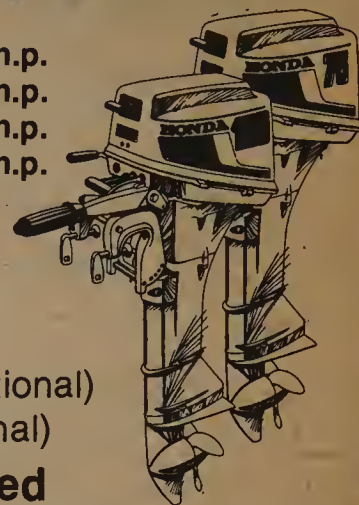
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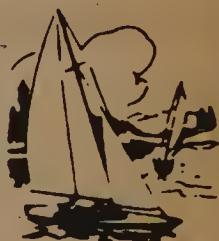
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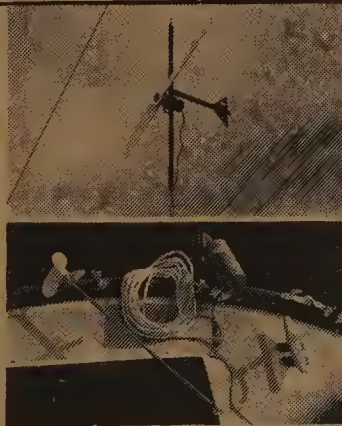
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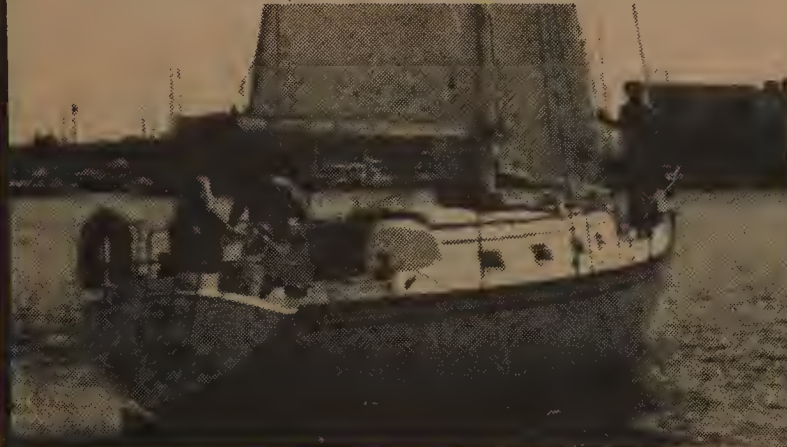
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| 26'  | CHEOY LEE sloop, 1959, "Frisco Flyer".....   | 10,000   |
| 26'  | RANGER sloop, 1970, 6 sails, spinnaker.....  | 14,000   |
| 27'  | CATALINA sloop, 1972, i/b, full race rig, 6 sails, spinnaker, folding prop, loaded.....  | 18,000   |
| 2-29 | CAL sloop, 1974 diesel auxiliary, clean!.....  | 25,900   |
| 30+  | ERICSON sloop, 1982, Universal dsl, depth indicator, knotlog, VHF, immaculate!.....  | 50,000   |
| 30'  | FARALLON sloop, kit boat, 90% complete, full keel, Volvo diesel.....   | Offers   |
| 33'  | YAMAHA sloop, 1978, 7 sails, 2 spinnakers, Yanmar diesel, much more.....   | 51,000   |
| 34'  | NASSAU cutter, 1985, dbl ender cruising yacht, 33 hp Yanmar. Beautiful!.....   | 66,970   |
| 35'  | ERICSON sloop, 1970, very clean.....   | 44,950   |
| 35'  | CORONADO sloop, 1971, furling jib, full ckpt dodger..  | 45,000   |
| 36'  | MOODY ketch, 1968, Owner Says "Sell!!!".....   | Offers   |
| 37'  | TAYANA MKII cutter, 1983, aft cabin, head with separate shower, Loran C, battery charger, spray dodger, pristine condition.....                      | 93,000   |
| 38'  | CATALINA sloop, 1982, Sparkman & Stephens design. Sharp!.....  | 59,500   |
| 42'  | TAYANA VANCOUVER cutter, 1985, center cockpit, Hood furling jib & staysail, Perkins diesel, electronics, beautiful!.....                             | 126,950  |
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| 48'  | MARINER ketch, 1980, center cockpit, aft cabin, Perkins 4-236, autopilot, much more. Excellent liveaboard.....                                       | 139,000  |
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29' Gulf Pilothouse	32,500
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30' Tartan, pristine	39,000
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24' S&S Yankee Dolphin	1967	12,500.00
24' Bristol	1978	19,000.00
26' Frisco Flyer II	1963	19,500.00
26' Columbia MKII	2 available '70, '71	frm 12,500.00
27' Santana	1968	12,500.00
28' Albin Cumulus	1982	33,000.00
29' Cal 2-29	1975	29,900.00
30' Catalina 30	1981	38,500.00
32' Westsail 32	1978	63,000.00
32' Columbia Sabre Sloop	1966	11,000.00
32' Pearson Sloop	1983	59,500.00
32' Islander	1975	39,500.00
34' Cal 34	2 available '68, '69	frm 34,500.00
37' Island Trader Ketch	1977	63,000.00
38' Elvstrom Super M.S.	1979	75,000.00
40' Hinckley Bermuda 40 Yawl	1963	105,000.00
40' Newporter Ketch	1958	79,500.00
40' Cheoy Lee Midshipman Ketch	1975	85,000.00
41' CT 41 ketch	1975	62,000.00
43' Gulfstar 43 Sloop	1978	109,000.00
45' Van de Stadt Cntr Ckpt Sloop	1977	59,000.00
28' Hallberg P-28	1958	12,500.00
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38' Farallone Clipper	1960	40,000.00
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40' Kettenburg K-40	1961	45,000.00
24' ReInell	1978	15,500.00
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32' Chris Craft	1966	16,000.00
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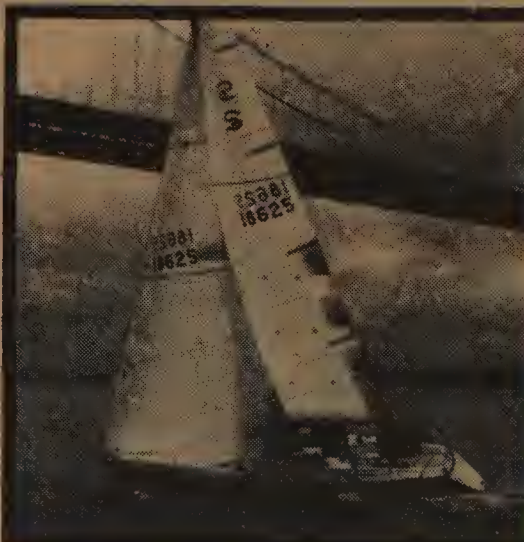
23' Pearson	'82	ob	18,750
24' Neptune	'80	trlr	ob 12,450
25' Santana 525	'79	trlr	ob 14,500
27' Balboa		trlr	d/lb 18,750
30' Catalina	'77		g/lb 34,750
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26'	DAWSON. Ketches.....	(2) frm 16,000
32'	WESTSAIL. Loaded.....	59,000
35'	CT 35. Motorsailer.....	49,000/Offer
35'	CORONADO. Liveaboard.....	38,000
37'	ANGLEMAN. Ketch, fiberglass.....	59,000
38'	LAURENT GILES. Cutter, pretty.....	38,000
38'	RHODES. Sloop.....	38,000
45'	BREWER. Ketch, teak hull.....	85,000
45'	N.Z. BURNS. Ketch.....	try 90,000
55'	PETERSON COASTER III. Schooner, '81....	108,000



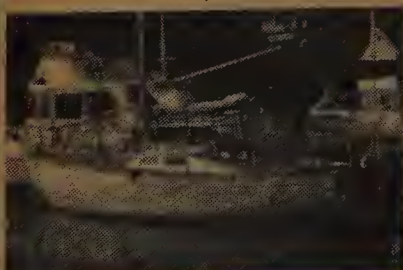
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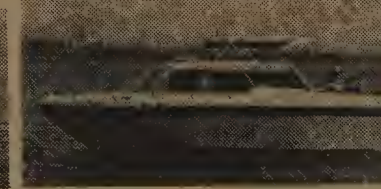
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30' Herreshoff H-30 ketch, 1966, new main and mizzen, clean... \$19,500  
 32' Gillmer Arles cutter, 1977, vane, well maintained... 45,000  
 32' Atkin/Fung Thistle cutter, 1979, very well built... 59,500  
 32' DeFever sloop, 1963, New Zealand veteran, new engine... 32,000  
 32' Westsails, we have three at this time starting at... 54,000  
 34' True North cutter, 1976, Mexico veteran, loaded... try 55,000  
 37' Garden/Fung Wanderbird ketch, 1967, low price... 45,000  
 38' Downeast 38 cutter, *Distress Sale — Must Be Sold!*... 56,000  
 39' Westsail cutter, 1980, very clean, shows well... 89,000  
 40' Concordia yawl, 1957, classic, cleanest on the coast... 75,000

40' Herreshoff cutter, 1938, magnificent condition... 65,000  
 40' Caraff steel aft cabin cutter, 1979, loaded, clean... 89,000  
 40' Mariner ketch, 1969, Mexico veteran, shows well... 77,500  
 40' Hinckley Bermuda 40 yawl, 1963, lots of good gear... 105,000  
 42' Whitby aft cabin ketch, 1975, 7.5 KW, vane, gear... 99,500  
 43' Garden/Fung Porpoise, 1975, Hawaii vet, beauty... 125,000  
 44' LaFlite cutter, 1979, loaded with everything, clean... 198,000  
 46' Giles/Moody ketch, 1974, inside steering, cruise veteran... 165,000  
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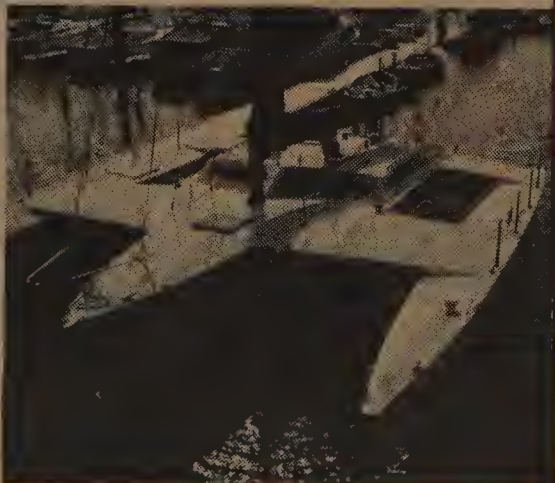
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'79	26'	Santana .....	try	16,000
'76	27'	Cal 2-27, sharp .....	try	17,500
	27'	Catalina.....'72,'82, 2 avail	from	16,500
'71	27'	C&C, bristol.....	try	23,500
'72	27'	Cheoy Lee Offshore.....	try	18,500
'69	28'	Columbia .....	try	17,500
'73	28'	Competition, 1/4 ton.....	try	28,000
'74	29'	Cal, sharp.....	try	25,500
'75	30'	Fisher, loaded.....	try	45,750
'75	30'	Pearson, new survey.....	try	27,500
'70	31'	Cheoy Lee Offshore.....	try	39,500
'77	32'	Fuji, cutter.....	try	42,500
'77	32'	Aries.....	try	42,500
'65	32'	Columbia, 5.5.....	try	10,500
'80	33'	Hunter, 10% down.....	try	45,000
'76	35'	Ericson, sharp.....	try	48,000
'67	35'	Mariner ketch.....	try	44,500
'81	36'	Danish sloop.....	try	49,500
'75	36'	Islander .....	try	60,000
'78	39'	Freya .....	try	90,000
'76	39'	Landfall motorsailer .....	try	70,000
'78	41'	Islander Freeport.....	try	90,000
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★ 25' ERICSON 25 +	Headroom, dsl., family cruiser	25,500
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★ 26' COLUMBIA MK II	"The Perfect 26" . . 3 from	11,000
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★ 27' LAGUNA	Race or cruise, it's equipped	28,500
★ 27' MORGAN BMW	diesel, 5 sails w/spinn.	20,500
★ 27' SANTANA	Diesel, 5 sails, good buy	18,000
★ 27' COLUMBIA 8.3	Inb., NOT GOING ANY LOWER	20,500
★ 27' SUN	Inboard, Perry design, clean	27,500
★ 27' CORONADO	Needs a nice home	OFFER
★ 27' ISLANDER	Spinnaker, new o/b	12,500
★ 29' COLUMBIA	I/B, 7 sails w/2 spinn.	18,000
★ 30' ISLANDER MK II	Diesel, pedestal, 4 sails	33,500

### EXHILARATING HIGH PERFORMANCE — RACE READY

★ 29' BUCCANEER 295	"Sea Fire" 84 Farallone SSS winner	37,000
★ 29' BUCCANEER 295	Spin gear, 4 sails local loft	32,500
★ 30' CAL 2-30	Dsl, full rce, lines lead aft	25,000
★ 30' J 30	Very clean, lots of sails, ready to go	43,500
★ 30' WYLIE CUSTOM	Cold mold, 1/4 T, Hulse Rig	35,000
★ 30' OLSON	8 sails, fast and light	27,500
★ 33' BUCCANEER	5 sails, rod rigging, diesel	40,000
★ 34' DASH	Fast Davidson dsn., 8 sails, Loran	44,000
★ 34' WYLIE	Class sails, good electronics, make offer	59,000



### PEARSON 31

Cruise or race, this late model wheel steerer with four sails plus spinnaker will accomplish both with style. WP, WS, KM/LOG, DS, VHF, Stereo. All lines led aft for short handle. Owner transferred.

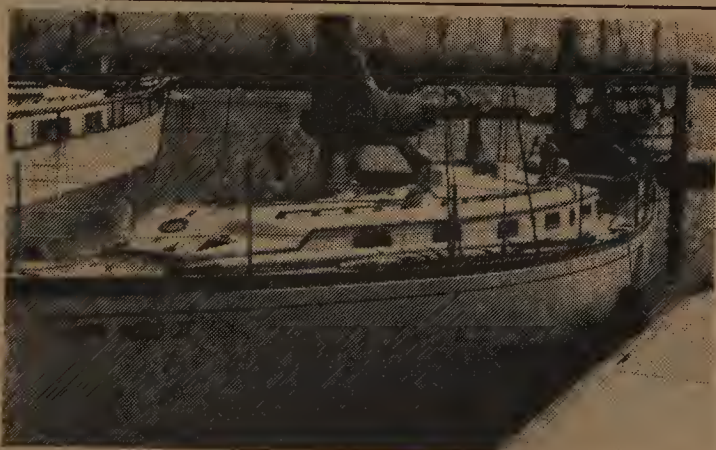
**\$47,000**

### MOVING UP — COASTAL CRUISERS

★ 27' NORSEA	CC, aft cabin, diesel, ds, kn	\$40,500
★ 27' FIN GAL	GRP, FK, Reimers dsn, 5 sails	15,000
★ 29' SUNWIND	Diesel, 3 sails, REDUCED	34,900
★ 29.9 BRISTOL	bank repo, vg cond, roller furl	44,000
★ 29.9 BRISTOL	wheel, custom dodger, electronics	45,000
★ 29' GULF COAST 6' +	headroom, DS, VHF, Roller Furl	25,000
★ 30' ISLANDER BAHAMA	Wheel, Signet, 2 from	41,500
★ 30' ERICSON	Well equipped, 3 sails, inb	27,000
★ 30' TARTAN	S&S dsn, Bristol cond.	37,000
★ 32' ERICSON	Inboard, well kept	34,000
★ 34' CAL 34 MK III	Lines led aft, good Elect.	55,500
★ 35' ERICSON	10 winches, 3 spinakers, WS/WD, RDF	44,900

### C & C's GALORE — RACE OR CRUISE

★ 30' C & C 1/2 TON	12 Sails, rod rigging, custom	37,500
★ C & C 35 MKI	Very clean	REDUCED 49,950
★ C & C 35 MKII	Lots of gear	64,500
★ C & C 36	Custom rig, loaded, Loran C	89,500
★ C & C 38	Full hydraulics, Loran C, New LPU	79,500
★ C & C 38' LANDFALL	R. furling very clean	88,950
★ C & C 40'	As new, spinn., good elect, Reduced	99,000



### CHOEY LEE 47

Luders design ketch rig, Honolulu veteran. Fully equipped to cruise.

**Now \$105,000**

### READER RESPONSE

Please forward more information about Yacht(s) \_\_\_\_\_

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SISTER SHIP

## PEARSON 30

Exceptionally clean 1976 version with dodger, autopilot, great instrumentation. Quick and responsive — a very enjoyable boat. **\$32,500**



SISTER SHIP

## BRISTOL 41.1

A center-cockpit sloop with every option that Bristol offers. Hood electric stowaway mast, radar, Loran C, refrigeration/freezer, full teak interior. A Gentleman's yacht. **\$169,000**

### LIVEABOARD EXPERIENCED OFF-SHORE CRUISERS

32' BRISTOL Full Keel, Hood dsn	35,000
★32' WESTSAIL just back ready to go again, loaded	60,000
★35' VINDO Lovely & Loaded, FG, teak decks	67,000
★35' RAFIKI Diesel, Generous teak, spacious cruiser	59,000
★35' PERRY CUTTER Teak Decks, Full Keel, Diesel	67,000
37' ISLANDER Factory boat, mahogany int., elec	42,000
37' IRWIN Cnt-cockpit, aft cabin ketch	67,000
37' GULFSTAR New sails, new interior, has cruised	80,000
★38' ERICSON Tri-cabin, Diesel, late model	2 from 87,500
★39' YORKTOWN CC, professional interior, loaded	65,000
★39' CAL CORINTHIAN Rod Rig., Dsl heater, 12 winches	99,500
★40' ACAPULCO SatNav, Ham, AutoP., dsl, Forcd air heat	109,500
40' NEWPORTER KETCH Wood, Lot's elec. & sails	79,500
41' CHEOY LEE Radar, Auto Helm, Loran, Generator	105,000
★44' ALDEN CUTTER Gorgeous w/everything	325,000
★47' KAUFMAN & LADD Twin aft. cab, cutter	149,000
★49' CUSTOM Nz steel Ketch, loaded	205,000
★50' GULFSTAR So. Pacific Vet., loaded, like new	159,000

### CLASSIC CRUISERS

★23' BEAR full interior, clean classic	\$ 9,000
26' FRISCO FLYER glass hull, teak decks, PERFECT	21,500
30' BRISTOL 29.9 FK, I/B, Autopilot	23,900
★30' YANKEE Wood, M/M Winner	9,000
30' ALBERG Dsl., 8 sails, TOTALLY cruise equipped	29,950
★30' ALBERG YAWL Wheel, Boat cover, I/B	36,950
★30' KNARR Classis, needs TLC	offer
★30' CHOY LEE KETCH Diesel, shore power, teak	25,500
★30' DONNIGAN lovely boat, had extensive refit	14,900
31' DASHER Easom built, L-32, new rig, clean	20,000
36' CHOY LEE CLIPPER KETCH Pages of equipment	58,000
★36' ANGLEMAN KETCH dsl., wd., pac, vet., ready to go	48,000
★40' S&S YAWL Burmese teak hull, classic	58,000
45' CUSTOM NZ KETCH Center cockpit, extensive gear	90,000
★46' GARDEN KETCH Loaded, 6 sails, dsl	125,000
★60' GAFF RIGGED CUTTER APPT. ONLY	175,000

### ★ VESSELS ON DISPLAY IN OUR HARBOR



**ED MILANO — BROKER**

**JACK MEAGHER — SALES**

**JONATHAN GOLD — SALES**



SISTER SHIP

## 36' CS

A very well built Canadian performance cruiser. Includes five sails, Loran, WP, WS, stereo, propane, swim ladder + much more. This late model is priced well below market value.

**\$75,000**



SISTER SHIP

## ISLANDER 36

Still a very popular one-design Bay boat. This early model includes a new spinnaker, AWI, WS, RDF, KM w/log, VHF. Low engine hours. Anxious two-boat owner **\$47,500**

**1535 BUENA VISTA AVE. • ALAMEDA**





J/22 'Catch 22' is for sale! Quite possibly the fastest 22' boat in the free world!! With a PHRF of 180 she's hard to beat! Asking \$12,000.



J/29. Comfortable, efficient and fun. Great one-design class. A hell of a cruiser. \$36,500. sistership



J/35. Upwind speedster with downwind stability! Beautiful cruising interior. Priced to sell. \$66,900.

## JOHN BEERY YACHTS



Islander 36. 1976. Very good condition, new 110% genoa, CNG, depth, knot. \$54,500. sistership.



Gulfstar 50. Immaculate. Beautifully constructed. Possibly best on the West Coast. A proper yacht. Call Jeff for details.



Bluewater 51. 1984 boat. As new condition. Perfect liveaboard. Offers!?

22' Santana	'67	7,200	32' Westsail	'74	59,500
22' J/Boat	'83	12,000	32' Ericson	'74	32,000
23' Ranger		12,500	34' Wylie	'80	59,000
23' Ericson	'74	7,900	35' Coronado		45,000
24' Yankee Dolphin		10,900	35' Ericson	(2)	from 38,000
24' Moore	'80	12,000	35' J/Boat	'83	66,000
24' Gladiator	'68	6,500	36' J/Boat	'81	90,000
24' J/Boat	(3)	from 14,000	36' Cheoy Lee	'74	65,000
24' Farr 727	'76	12,000	36' Hunter	'80	58,500
25' Frisco Flyer	'64	offers/22,000	36' Islander	'76	59,500
25' San Juan	'79	21,000	37' Endeavour	'79	79,500
25' Merit	'80	20,500	37' Ranger	'73	60,000
26' Excalibur	(2)	from 7,950	37' Island Trader	'77	63,000
26' Columbia	'70	10,500	38' Downeast	'76	67,000
26' Pearson	'76	15,500	40' Olson	(2)	from 109,500
26' Chrysler	'77	20,000	40' Trintella	'74	offers
27' Cal 2-27	'76	24,950	41' Morgan O.I.	'78	125,000
27' Vega	'74	22,000	43' Gulfstar C.C.	'78	offers/110,000
29' Columbia	'68	17,500	49' Lidgard		205,000
29' Sunwind	'82	34,900	50' Santa Cruz		170,000
29' Cal	(2)	from 29,000	50' Gulfstar	'77	159,000
29' J/Boat	'84	36,500	60' Alden	'26	offers/100,000
30' J/Boat		firm! 33,500	60' Goff cutter	'11	175,000
30' Islander MkII	'76	33,500	<b>BROKERAGE — POWER</b>		
30' Lancer	'78	30,000	20' Pioneer	'77	8,000
30' Bodega	'77	32,000	25' Wellcraft	'80	27,500
30' Capri	'82	29,500	25' Farallon	(2)	from 29,500
30' Benford	'80	45,000	30' Island Gypsy	'78	SOLD 55,000
30' Tartan	'82	55,500	34' Mainship	'79	53,000
31' Pearson	'78	49,900	36' Trojan	'68	47,900
32' Pearson 323	'79	50,000	37' Com. Fisher	'40	25,000

### BROKERAGE — SAIL

21' Ventures	'66	52,495
22' S-2	'79	12,500
22' Chrysler	'75	6,495

41' MMC Trawler	'84	115,000
42' Trojan	'66	68,500
42' Com. Fisher	'65	SOLD 59,500
55' Stephen's Tug	'17	offers/30,000

# REPO HOTLINE

## A service for smart boat buyers

If you're looking for real value, **REPO HOTLINE** may have the key just for you.

We represent major banks and lenders, helping them sell repossessed boats and aircraft, often at substantial savings.

You may make offers with a 10% deposit, held uncashed until the lender informs us whether your offer has been accepted, usually within 24 hours. All offers are given to the lender. When accepted, your offer is placed in our trust account. The balance is due within 15 days.

### POWER

#### SIZE MFG

YR	TYPE	PWR	CONST	COND	EXTRAS	VALUE	HI BID	SOLD
20'	ENTERPRISE	'78	RUN OB	F/G FAIR	NONE	5,000	2,800	
24'	FIBERFORM	'77	CRU I/O	F/G FAIR	AVG	8,500	4,050	
24'	SEARAY	'77	CRU I/O	F/G GOOD	LOADED	13,500	9,000	9,000
26'	FIBERFORM	'73	CRU TG	F/G FAIR	AVG	7,900		
51'	BOATEL	'84	HSBT T/I	F/G EXCL	LOADED	200,000		

### SAIL

25'	SMITH CSTM	'75	SLP IB	F/G POOR	NONE	4,000		
26'	FOLKBOAT	'79	SLP ID	F/G FAIR	AVG	16,500	10,000	
28'	RHODES	'38	SLP ID	WOOD FAIR	AVG	22,000	7,000	7,000
32'	ENDEAVOUR	'81	SLP ID	F/G EXCL	LOADED	48,000		
35'	SANTANA	'80	SLP ID	F/G FAIR	AVG	55,000	36,500	
37'	HUNTER	'82	CTR ID	F/G GOOD	LOADED	65,000	50,000	50,000
39'	YORKTOWN	'77	SLP IG	F/G POOR	NONE	15,000	9,100	
46'	HOLLAND CSTM	'79	SLP ID	F/G EXCL	LOADED	150,000		
78'	CSTM PIRATE	'33	BRIG ID	WOOD FAIR	LOADED	250,000		

### PENDING RELEASE

26'	WELLCRAFT	'80	CUTTY IG	F/G FAIR	AVG			
30'	ALBERG	'70	SLP IG	F/G GOOD	AVG			
33'	TARTAN 10	'79	SLP ID	F/G GOOD	AVG			
37'	ISLANDER	'73	SLP ID	F/G FAIR	AVG			

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21' WILDERNESS	\$8,000
22' RANGER/MULL	10,000
23' BEAR	9,500
23' ERICSON	7,800
23' RANGER	BEST OFFER 13,000
23' CORONADO	4,950
23' O'DAY	7,000
24' NIGHTINGALE	14,500
24' SAMOURAI	OFFERS
24' VENTURE	5,500
25' DAVIDSON	25,000
25' FLEUR BLEU	5,900
25' MERIDIAN 126	12,000
25' YAMAHA	20,000
25' PACIFIC CLIPPER	13,000
25' CHEOY LEE (FRISCO FLYER)	19,500
25' PETERSON	3 from 15,000
25' FREEDOM (CAT RIG)	27,500
25' CAL SLOOP	10,000
25' NORTHSTAR	14,000
26' ARIEL by PEARSON	13,500
26' INTERNATIONAL FOLKBOAT	18,900
26' CONTESSA	30,000
26' EXCALIBUR	2 from 13,900
26' INTERNATIONAL FOLKBOAT	18,900
27' CAL 2-27 slp	2 from 22,500
27' SANTA CRUZ	12,500/B.O.
27' MULL CUSTOM	2 from 10,900
27' NEWPORT 27 S-II	16,600
27' CATALINA	3 from 17,000
28' HALBERGH SLOOP	11,500
28' ATKINS ESENADA (F/G)	29,900
28' MAIR SLOOP 7/8th slp	24,500
28' NEWPORT	OFFERS/26,500
28' ISLANDER	31,500
28' SAN JUAN	29,000
29' CAL	2 from 26,500
29' CASCADE	22,500
29' RANGER	24,500
29' SUNWIND RACER/CRUISER	24,900
29' BRISTOL	49,950
30' BIRD CLASS SLOOP	9,000
30' CORONADO	32,000
30' OLSON	29,950
30' NONSUCH	69,500
30' MULL	32,000
30' CORONADO	32,000
30' OLSON	29,950
30' NONSUCH	69,500
30' ISLANDER MK II	4 from 25,000
30' NEWPORT PHASE II	35,000
30' SHIELDS CLASS	8,000
30' SAN JUAN	23,750
30' TARTAN	37,000
30' FISHER MOTORSAILER	46,000
30' WYLIE 3/4 TON	38,000
30' CATALINA	37,500
30' US	36,000
31' PETERSON	OFFERS/TRADES
32' WESTSAIL CTR	2 from 49,900
32' ISLANDER MARK I	39,500
32' ISLANDER	49,950
32' ERICSON	32,000
33' TARTAN 10	29,950
33' APHRODITE 101	49,500
33' WYLIE	75,000
34' WYLIE	59,000
34' CHRISTENSON	13,000
34' HUNTER	49,900
34' CAL	4 from 33,000
34' C&C	59,000
35' CORONADO	44,000
35' ERICSON	3 from 42,000
36' ISLANDER FREEPORT	2 from 99,500
36' ISLANDER	4 from 49,995
36' CHEOY LEE CLIPPER	64,500
36' RAVAGE	52,500
36' ERICSON	89,900
37' BAL TIC	2 from 92,400
37' TAYANA	90,000
37' ISLANDER TRADER	63,000
37' TARTAN SLOOP	98,500
37' RANGER	60,000
38' FARALLONE CLIPPER	2 from 40,000
38' MORGAN	3 from 79,000
39' ROGERS 'SALT SHAKER'	99,500
39' LANDFALL CUTTER	86,000
40' ONE TONNER 'FEVER'	155,000
40' C&C	99,000
40' TRINTELLA IV	129,000
40' OLSON 'FAST BREAK'	109,500
40' CHEOY LEE OFFSHORE	79,500
41' COOPER 416	127,500
41' FREEPORT ISLANDER	105,000
41' MORGAN OUT ISLAND	89,500
41' SWAN	245,000
42' DUBOIS	149,000
42' PEARSON 424	131,500
42' STEWART	89,000
43' SWAN	99,500
44' LAFITTE	198,000
44' CHEOY LEE	162,500
45' FREEDOM 45 KCH	OFFERS/145,000
45' COLUMBIA M.S.	98,500
46' CAPE CLIPPER	135,000
47' GULFSTAR SLOOP	155,000
47' VAGABOND KETCH	139,500
47' SWAN, 1982	230,000
50' SANTA CRUZ	2 from 187,000
50' GULFSTAR	175,000
52' MOTORSAILER	160,000
62' SCHOONER	1200,000
75' ONE-DESIGN KETCH 'SHAITAN'	850,000

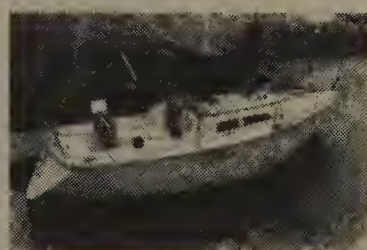
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415 567-8880  
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SWAN 441. Ron Holland design, superb condition, autopilot, full B&G Instruments, complete inventory of North sails, seller has bought larger boat and will listen to offers.



C & C 34. Equipped with gear for Racing or Cruising. Used very little and in very nice condition. Estate sale, must be sold as soon as possible. Bring all offers.



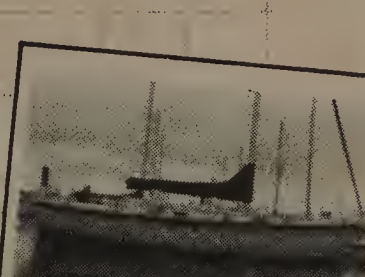
26' INTERNATIONAL FOLKBOAT. Sturdy and stiff Bay boat, superb condition, dodger, inboard diesel, owner financing available. Priced reduced to \$18,900.



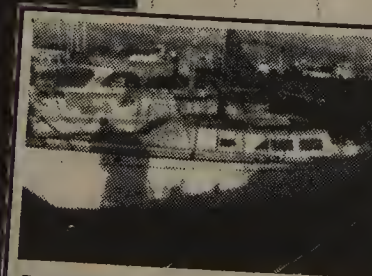
MULL 30. Well built racer/cruiser. Loaded with sails and gear. Long list of victories over the years and still competitive. Estate sale, bring all offers.



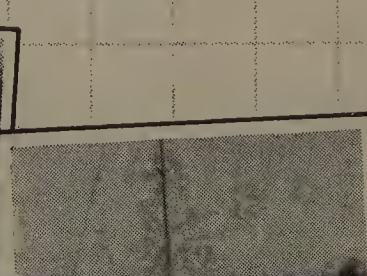
ISLANDER 32. Designed by Bob Perry, whl steer'g, Loran, a.p., shower, stereo system, exc. cond. Seller motivated. Asking \$49,950 but is willing to listen to any offer.



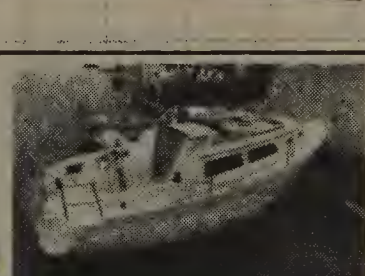
PEARSON 424 sloop. Very well-equipped and in superb condition. Loran, full electronics, etc. Seller very motivated and will consider offers.



RANGER 29. Inboard, full sail inventory including spinnaker, full safety gear, berth in Coyote Point included. Seller motivated — Asking \$24,500. Sistership shown.



SANTA CRUZ 50. Oversize diesel will let you cruise at 11 knots under power. Sail inventory for racing or cruising. All self-tailing winches. Full sailing instruments and Loran. Bristol Condition, will consider trades



ISLANDER 30. Brand new, never been sailed, ready to go with all the goodies. Special price too low to print — give us a call.



# MANY RACING SAILORS THINK CRUISING IS A JOKE . . .

## THAT IS, UNTIL THEY GO TO SELL THEIR BOATS.

The fact is, most racing sailors live in fear of the day they go to sell their boat. They know if their boat is not as hot as the day it was new their resale is down the tubes. It does not matter if your race boat is designed for IOR or a "fast is fun" type, when it is out of the winners circle your investment is no longer. These owners want to go fast, not broke.

There is also a growing number of disappointed cruising sailors who want a boat with higher performance. A boat that can be easily handled by a short crew and one that incorporates some of the new advancements made in sailing gear. These owners want to go faster but still would like to be comfortable.

A group of international sailors were frustrated about these per-versely narrow options available to sailors around the world and they set out to find a solution. The solution is:

# Laser<sup>®</sup> 28

This boat is the product of over seven years of research and development plus an investment of over 3 million dollars. The LASER 28 represents a super blend of high performance and sensible cruising accommodations. Standard features like an enclosed head, inboard diesel, five sails, berths for five and a full galley just scratch the surface of what this boat is all about.

We believe the LASER 28 is the nearly perfect solution to a lot of sailors desires. Our firm has reserved berths for eight boats to be moored in San Francisco near the St. Francis Yacht Club. It will be a place where LASER 28 owners will be able to race or cruise from, a home base. It will be a place where fellow owners can share in the camaraderie of sailing, which is something that has been lost.

Please feel free to drop by or call City Yachts, Foot of Laguna Street, San Francisco, (415) 567-8880. The LASER 28, it's the boat everyone is going to agree on!